



OVERLAND ROUTE.—Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c. via EGYPT, from SOUTH AMPTON and MARSEILLES. The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	" " "	—
ALEXANDRIA ..	" " "	Every Sunday, at 7 A.M.
ADEN	" " "	" " "
BOMBAY	" " "	" " "
GALLE	" " "	" " "
MADRAS	Saturday, April 3, 2 P.M.	Sunday, April 11, 7 A.M.
CALCUTTA ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
PENANG	" " "	" " "
SINGAPORE ...	" " "	" " "
CHINA	" " "	" " "
JAPAN	" " "	" " "

USTRALIA ... Saturday, April 17, 2 P.M. And every fourth Sunday thereafter.

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo, and Parcels are now booked through to any of the Ports touched at by that Company's Steamers.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA en route), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Gulon's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.

North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STRAIN and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.



OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

Date	For
23 January	Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan.
20 February	"
20 March	"
17 April	"
15 May	"
12 June	"
9 January	Alexandria, Aden, Seychelles, Reunion, Mauritius.
9 February	"
9 March	"
9 April	"
9 May	"
9 June	"

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impariales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

* Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendôme, Paris. FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRAIN, PEMBERTON, and Co., Agents 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.



THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers run that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c. apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.



ROYAL MAIL ROUTE, via PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked for the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... 17th of each month.

For Japan and China ... 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

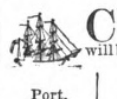
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.



CHINA AND JAPAN. ROBERTSON AND CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong	Amoy and Poochow	Eastern Star	A1 10 yr.	W.I.D. With des.
Hong Kong	Countess Russell	A1	W.I.D.	With des.
Hong Kong	Star of the North	AA1	W.I.D.	To follow
Shanghai	Tyburnia	A1 14 yr.	E.I.D.	April 20.
Shanghai	Beemah	A1 11 yr.	W.I.D.	To follow
Yokohama (Kanagawa)	Ta Lee	A1 14 yr.	W.I.D.	To follow
Hioogo and Yokohama	Parthenon	A1 19 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA AND JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Ocean Chief	A1 14 yr.	E.I.D.	April 24
Ditto	Kelso	A1 10 yr.	E.I.D.	May 5
Ditto	Wyloow, n. cir	A1 16 yr.	E.I.D.	To follow
Ditto	Omba	A1 16 yr.	E.I.D.	To follow
Hong Kong	Champion	A1 11 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Havelock	A1 13 yr.	W.I.D.	With des.
Nagasaki & Hioogo	Milko, n. cir	A1 16 yr.	E.I.D.	To follow
Ditto	Esperanza	A1 10 yr.	E.I.D.	With des.
Ditto	Estrn. Chief	A1 14 yr.	E.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.



BOMBAY, CALCUTTA, MADRAS, SHANGHAI, AND PORT PHILIP.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-class SHIPS from the East India Docks, as under:—

Port.	Ship.	Class.	Tons.	To Sail.
Bombay	Thomas Bell	AA1	838	April 30
Calcutta	Calcutta	A1 20 yrs.	1039	May 5
Do.	Savoir Faire	AA1	1396	May 20
Do.	Clive	A1 13 yrs.	591	To follow
Madras	Lobelia	A1 13 yrs.	823	April 17
Do.	John Mas-terman	A1 13 yrs.	602	To follow
Shanghai	Ornate	A1 10 yrs.	739	April 25
Do.	Lauderdale	A1 15 yrs.	851	To follow
Port Philip	Zenobia	A1 15 yrs.	1145	With des.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.



To sail on the 5th May. **FOR SHANGHAI**, the splendid Clipper SHUN LEE, A1, fourteen years, 640 tons register; JOHN JAMES MILBANK, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatin.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo	Ocean Rover	A1 16 yr.	—	W.I.D.	April 26
Bombay	B. Lawn	A1 11 yr.	551	E.I.D.	Do.
Cochin, Calicut, Cannanore, & Mangalore	Antipodes	A1 9 yr.	—	—	With des.

No. 22, Great St. Helen's, E.C.



CHINA & JAPAN.—NORRIS and JOYNER will despatch the undermentioned first-class Clipper Ships as under:—

Ports.	Ships.	Class.	Docks	Last Shipping Day.
Shanghai	John Lidgett	A1 17 yrs.	E.I.D.	April 24 (unless previous full)
Tientsin and Chefoo	Belle	A1 10 yrs.	W.I.D.	With des.
Hioogo and Yokohama	Westbury	A1 10 yrs.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To follow the Passover. Will meet with the usual quick despatch.



DIRECT FOR COLOMBO, the beautiful clipper ship OCEAN ROVER, A1 16 years, 548 tons register; WILLIAM HAMMOND, Commander; West India Docks. This splendid high-class vessel, built in 1867, is considered one of the fastest afloat, and offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast. First season ship. Will meet with the usual quick despatch.



DIRECT FOR COCHIN, CALCUTTA, CANNANORE, and MANAGALORE, the beautiful clipper ship ANTIPODES, A1 9 years, 420 tons register; J. DUNN, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.



With Immediate Despatch. **DIRECT FOR BOMBAY**, the well-known clipper BOLDEN LAWN, A1, eleven years; W. HOPPER, Commander; 551 tons register. East India Docks. This splendid vessel (newly coppered), having a large portion of her cargo engaged, offers a first-rate opportunity to shippers of fine goods.

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Regular line of Packet Ship. To Sail 24th April.



FOR HONG KONG, the well-known favourite clipper, INVINCIBLE, A1 13 years, 657 tons register; CHARLES BEECHING, Commander; West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To follow the Invincible.



FOR HONG KONG, the splendid Clipper RIVER EDEN, AAL, 508 tons register; ROBERT VALDER, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Remittances, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. No commission is charged to Subscribers to the "LONDON AND CHINA EXPRESS" on the execution of Orders for personal requisites. To Non-Subscribers the terms are Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount. Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at 1 per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER, CHINA & JAPAN AGENCY, 2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 310.] LONDON, MONDAY, APRIL 19, 1869.

[Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.]

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Dec. 18	Feb. 12	Feb. 24
Yedo	—	—	Feb. 22
Osaka and Higo	—	—	Feb. 18
Hakodadi	—	—	Feb. 26
Nagasaki	—	—	—
CHINA — Peking	—	—	—
Tien-tsin	—	—	—
Chefoo	—	—	—
New-chwang	—	—	Feb. 26
Hankow	—	—	Feb. 27
Kiu-kiang	—	—	—
Chin-kiang	—	—	—
Shanghai	Jan. 1	Feb. 19	Mar. 3
Ningpo	—	—	Mar. 1
Poochow	—	—	Mar. 3
Formosa—Tamsuy	—	—	—
Amoy	—	—	Mar. 5
Swatow	—	—	Mar. 6
Hong Kong	Jan. 22	Mar. 5	Mar. 9
Canton	—	—	Mar. 8
Macao	—	—	Mar. 8
PHILIPPINES —	—	—	—
Manila	Jan. 1	Feb. 17	Mar. 4
COCHIN-CHINA —	—	—	—
Saigon	—	—	Mar. 6
SIAM — Bangkok	—	—	Mar. 9
BOHNEO — Labuan	—	—	—
Sarawak	—	—	Mar. 3
JAVA — Batavia	—	—	Mar. 10
MALACCA —	—	—	—
Singapore	Jan. 29	Mar. 4	Mar. 16
Penang	Jan. 29	Mar. 2	Mar. 18

THE MAILS, &c.

The next homeward mail is that bringing Hong Kong dates to the 23rd March, due here on the 3rd May; and the French mail, with a week's later news, will be due on the 9th. Should the French service keep good time on the homeward route no inconvenience will in future arise from the simultaneous arrivals of two mails, as hitherto. Telegrams from Hong Kong, via Galle, are to the 23rd March; from Shanghai, via Kiochia, to the same date; and from Japan the latest news is by Pacific mail via San Francisco, extending to March 4 (a week later than that by the present P. and O. mail).

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. str. *Syria*, arrived April 17.—From Yokohama: Lady Parkes, three children and servant, Mr. Walsh. From Hong Kong: Mr. Middleton, Mr. A. Purkis, Colonel J. Grant, Hon. C. Porston, Count D. Enares, Mr. Dunn. From Singapore: Mr. and Mrs. Davidson, Mr. A. Gray. From Galle: Mr. Elliott, Mr. Sim, Mr. Stewart, Mr. Grinnell, Mr. Sherane, Mr. Buchanan. To Southampton, per P. and O. str. *Bangalore*, expected to arrive April 23.—From Shanghai: Captain McKellar. From Hong Kong: Captain Donough, Hon. Mr. and Mrs. Bale, Mr. Holmes, Mr. Purkis, Lieut. Kerr, R.N., Mr. Seton. From Singapore: Mrs. Curtis and child, Mr. Watson and servant. From Penang: Mr. and Mrs. Evans, Master Ord, and one second-class passenger. From Galle: Mr. Turnbull, Mrs. Honnis and two children, Mrs. Brown and child, and one second-class passenger.

By last mail to Southampton, per P. and O. steamer *Delta*, arrived April 9.—From Hong Kong: Lieut. J. O. Blake, Rev. Mr. and Mrs. Moule, four children and servant, Mr. S. Young, Mr. Leith, and five second-class passengers. From Penang: Mrs. Hodson, three children, and two servants, Misses Moreton, Mrs. Johnson, three children, and servant. From Galle: Mr. and Mrs. Wilkinson, Mr. Rositer, Mr. Gray. By last Bombay mail to Marseilles, per P. and O. steamer *Nyanza*, arrived April 10.—From Galle: Mr. and Mrs. Worthington. To Gibraltar.—From Singapore: Mr. and Mrs. Williams and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Marseilles, April 25.—To Shanghai: Mr. E. Chambers, Mr. W. Brand, Mr. Rainbow. To Singapore: Mr. Thomas Down. To Ceylon: Mr. D. S. Gilkison, Mr. G. C. Thomson, Mr. Carlyon.

Per P. and O. steamer from Suez, May 2.—To Yokohama: Mr. Thomas Thomas. To Hong Kong: Dr. J. H. Focke.

Per P. and O. steamer from Southampton, May 1.—To Hong Kong: Mr. A. Falconer.

Per P. and O. steamer from Marseilles, May 9.—To Hong Kong: Mr. and Mrs. H. D. Williams. To Singapore: Mr. and Mrs. J. Campbell, Miss Hamilton, Mrs. Lester and two children. To Ceylon: Mr. and Mrs. G. Vane and child, Miss Vane, Miss Lee.

Per P. and O. steamer from Suez, May 16.—To Ceylon: Mr. W. H. Anderson. Per P. and O. steamer from Southampton, May 15.—To Ceylon: Sir Hercules Robinson, Lady Robinson, two children, and two Misses Robinson.

Per steamer *Ajax*, from Liverpool, April 11.—To Hong Kong: Messrs. Mark Lambert, Benjamin R. King, William M. Taylor, John Phillips, E. J. Murphy, J. T. S. Flynn, James Keah, G. T. Ludlow, J. Lock, G. W. Robins, F. S. Turner, J. Ellis.

Summary of News from the Far East.

JAPAN. YOKOHAMA.

Our advices from Yokohama by the present mail are to the 24th February. The latest dates received from home were by the English mail of Dec. 18th. We take the following summary of news from the *Japan Times* :—

On the night of the 12th February a storm swept over Yokohama which exceeded in violence anything of the sort that has been felt in the S. element for a long time. The wind, which was from the southward, had been increasing steadily during the afternoon and evening, until between the hours of 10 and 11 p.m., when it blew a perfect hurricane, which continued with unabated fury till daybreak next morning. Several vessels in the harbour dragged their anchors, but we believe without causing any damage either to themselves or others. On shore the effects of the storm were severely felt, tiles and shingles, bricks and mortar, hurtling through the air in all directions. Several houses in the native town were blown down. In the 10th's Barracks a good deal of shingling was blown off the roofs, and many of the unfinished villas on the Bluff suffered considerably. Part of the roofing of the Theatre of the Corps Dramatique was blown completely away, and the building sustained other damage; in fact, in theatrical parlance, the storm nearly "brought down the house" altogether. In the morning, the wind shifted round to the northward and eastward, and though another blow was expected from that direction, happily we escaped it. As the wind during the night was off shore, but little sea got up in the harbour, which accounts for the shipping escaping damage. The port is very much crowded, and had there been any sea on, certainly much mischief would have been done.

We have to record with deep regret, as the principal event of the fortnight, the total loss of the P.M.S.S. Company's steamer *Hermann*, which struck on a reef off Kawatzu Point, about seventy-five miles from Yokohama, at 9 p.m. on the 13th inst. She was on her way to Saugor Straits, which divide Yedo from the mainland. The Imperial troops have begun to move northwards, and the *Hermann* had on board 350 soldiers, together with a crew of eighty men. Of the latter fifty-eight remain alive; of the former, it is impossible to say how many, Captain Newell saying that he cannot estimate the loss of life. But from his account of the wreck it would seem that between 250 and 300 had perished. No inquiry has as yet been held into the circumstances—or, at least, no result of any inquiry has as yet been made public; comment from us would, therefore, be out of place. It is needless to say that a considerable excitement has been created here by the accident, and a thorough investigation is universally demanded. The behaviour of the Japanese soldiers, as described by Captain Newell, is worthy of the highest admiration; their calm courage and steady discipline in the face of death entitle them to a place in history beside our own heroes of the *Birkenhead*. There was "no stampede, no disorder," says the captain; "from the first they were quiet and cool, retaining wonderfully their presence of mind, and calmly awaiting the commands of their leader." After consultation with Captain Newell, this officer ordered them to keep in their cabins, which they did until the water rose, as the ship settled down, and drove them again on deck. Then, when permission was given to those who chose to take the risk, to try to swim on shore, they threw off their clothes, girded round their naked bodies their swords—"the living souls of *Samurai*," and boldly made the attempt, in too many cases, unfortunately, unsuccessfully—for the sea ran high, and though lifebelts, of which there was most properly great store on board, preserved them from drowning, most were killed or horribly mutilated by being dashed upon the rocks which fringe the coast.

The *Shaftesbury* has come down from Hakodadi since we last wrote, but has brought us no news of much importance. Enomoto's resources ebbing fast, he has commenced levying contri-

butions upon the country people, which does not at all add to his popularity in Hakodadi. Mr. Butzow, late Russian Consul there, has come down *en route* to Peking, where he is to take the post of *Charge d' Affaires*.

From Osaka and Hiogo our latest dates are to the 18th inst., with nothing of particular moment. Mr. Russell Robertson, who has made himself very popular at Hiogo as Vice-Consul, comes up here to take the place of Dr. Willis, late Vice-Consul for the Yokohama and Yedo district, the latter being temporarily detached from the Consular service to take charge of a Japanese hospital in Yedo.

His Majesty the Mikado arrived at Kioto on February 3rd, and was married on the 9th.

We have had here an unusually quiet fortnight. On Sunday last a coloured sailor, boatswain of the *Thales*, was mortally stabbed, in or near the Yoshiwarra, by another seaman, who has not yet been arrested; he died the next morning. The Japanese new year holidays have of course nearly stopped business, which can hardly be said to have recommenced. Banks have made holiday and Yedo has been full of visitors. We have had an unusually mild winter, and the trees have bloomed very early this year.

Among the passengers homeward bound by the present mail is Lady Parkes. Yokohama society loses in this lady one who has for some time admirably sustained the difficult part of its leader, and dispensed the hospitality of Her Majesty's representative with grace and dignity; and Lady Parkes has done more than this—she has ascended Fusi-yama. Mr. Ernest M. Satow, of the British Legation, also goes home by this opportunity, on leave. At this period his absence will be seriously felt; his knowledge of the country and its politics, its people, and its language, is extensive and accurate. It is not too much to say that no other Foreigner now living has seen so much of Japan, or has so intimate and critical a knowledge of its dialects and literature as Mr. Satow.

OSAKA AND HIOGO.

The *Japan Herald* gives the following items of news from these places, from whence the latest dates extended to Feb. 18th:—

We learn from our Hiogo files that the *Sunrise* was sold to the Mikado's Government for 55,000 dollars, and that she will be used as a sort of tender for the new lighthouse service.

A new phase in the purchase and transfer of steamers may be remarked in this instance; whereas usually, when a steamer is taken over by her Japanese purchaser, every anxiety is displayed for getting rid of her European crew, we find that the new owners of the *Sunrise* have made arrangements for some of the principal officers still to remain in charge. We look upon the commencement of the system of employing experienced Foreigners in their steam vessels as a step in the right direction, and we are confident that the Japanese themselves will soon notice the economy and extra protection of their property they secure by such a course.

We have learned since per *Mars* that the American steamer *Kankakee* was sold to the Japanese for 70,000 dollars. This will be a great acquisition to the Mikado's fleet.

Owing to the Japanese New Year, little or no business is doing, and the few foreigners here are necessarily obliged to close their offices and become unwilling spectators of the general festivities. The Princes Satsuma and Yonezawa, accompanied by a considerable number of followers, left here a few days back for their territories, in hired steamers.

The mint that was reported by you some time back as being almost ready for work, is not nearly finished; in fact, I think by the way things are going on in this department it will be another year before the "dibs" will commence pouring out.

LATER NEWS VIA SAN FRANCISCO.

By the arrival of the Pacific steamer *Great Republic* at San Francisco on the 28th ult., advices from Yokohama are brought down to the 4th March—eight days later than the news by to-day's mail. The following is the summary of news published by the American papers:—

The Mikado arrived at Kioto on Feb. 3, and was married there on the 9th. A difficulty subsequently occurred at Kioto between the followers of Satsuma and Chaisiu. It is reported that several streets were set on fire, and the flames reached the palace of the Mikado, who fled to Osaka.

The report of the assassination of the Governor of Osaka proves untrue. It originated in the fact that an official of high rank had been murdered there.

The Japanese Admiral Ennomatto, a supporter of the Shioگون, has taken possession of the entire island of Yedo. He celebrated the event by firing a salute of a hundred and one guns from the fleet and batteries ashore. He notified all the consuls of the formation of a provisional government and of the appointment of the necessary permanent officers in the principal departments. His forces are rapidly increasing, and it will be no easy matter for the Mikado to subdue him and retake the island. Admiral Ennomatto is strongly fortifying his position near Volcano Bay, intending fight unless the Mikado complies with the demands of the exiled clans, that they be allowed to retain the island of Yedo, and that the late Shioگون be sent to them as their ruler.

The ram *Stonewall* left Yokohama on March 3, for Jeddo. She will be transferred to the Japanese Government on her arrival at that port.

THE YANGTZE.

—o—

HANKOW.

(FROM OUR SPECIAL CORRESPONDENT.)

The Foreign houses at Hankow occupy a site set apart at the lower end of the Chinese City, and present a very imposing appearance from the Yangtze, which is here about a mile wide. The "Bund" is about the finest in China, and slopes down to the river, with a well made stone embankment. Jetties for landing cargo, &c., are placed at convenient distances. The Bund is about half-a-mile in length, and over 100 feet wide on the flat level. It cost the large sum of 100,000 taels, say over £30,000 sterling, and owing to the action of the tide, is a constant expense of about £500 per annum. But even this hardly keeps it together, and it is feared that a large expenditure will soon be required for rebuilding in many places. The houses are mostly fine-looking, but owing to the treacherous nature of the mud soil, and the piles on which they are built rotting, they have all more or less settled, and require various supports. Their value is enormously depreciated, and houses which four years since changed hands at 20,000 and 30,000 taels will not fetch now 5,000. Many firms who established here on the opening have closed, and those who remain, consisting of nineteen British and seven other nationalities (including three banks), have only one representative as a rule. There are several lots not built on, for which fabulous prices have been fixed, which would not at present fetch 100 taels. Many of these lots and several houses belong to the estate of the Commercial Bank, and are certainly unique specimens of what were called the "good times." However, Hankow will serve as a good warning for the future in opening up ports, and will thus serve its day and generation. The City wall encloses the foreign concession, as well as native city at the back, and is a splendid piece of work.

The Hankow Club cost about 20,000 taels, raised in shares of 500 taels, which are now worth about 150. The interior contains three billiard rooms, reading rooms, private rooms, and bowling alley, and is a very creditable institution so long as Sunday is respected. It is opposed to Anglo-Saxon notions to have such places opened on Sunday.

That we are to enjoy peace and quiet in China for many years together seems impossible, for while we are attacked by villagers at Swatow and Foochow, there is an uneasy feeling at Hankow and Wuchang (opposite to Hankow). A circular was sent out by the British Consulate, at the request of the Taoutai, warning Foreigners to keep in the concession during the passage of the "Braves" down the Han river. Another evidence of insecurity and aversion to the Foreigner is exhibited in a proclamation issued at Wuchang, to the effect that ground and houses were not to be sold to Foreigners.

This arises from the fact of our right of settlement at places in the interior not having been yet established. These cases confirm the general opinion as to the necessity of having the country opened, and our right of residence admitted in the revision of the Treaty now under discussion. We have scratched at the crust of China long enough, and our intercourse must take a different feature to what it has done in simply opening ports with expensive Consulates and mercantile establishments. Foreigners have grown up in the past twenty-five years to a greater fitness for travel in the interior, and the number who now acquire the language is considerable. Under a proper system of passes from the Consuls, to be granted only to persons of good reputation, we do not anticipate any trouble in carrying out the regulations, presuming that the Chinese Government would act in good faith, and not give a tacit acquiescence to acts of aggression on Foreigners so travelling.

We repeat, and it cannot be too strongly kept in view, that an intercourse with the Chinese such as ours entitles us to greater privileges. We have, in quelling the rebellion, done them an incalculable service, and it is much to be regretted that our Minister did not obtain from the Government some concessions before the dispersion of the rebels.

Li, who distinguished himself so much at Futai in the rebellion, and against whose cruelty Colonel Gordon made such strong remonstrance, is now on his way to be installed as Viceroy at Hankow. He is accompanied with an imposing fleet of steamers, including the *Confucius*, *Pluto*, *Tien chi*, and *Sycee*. A new style for a Chinese to travel!

Cotton continues to come from Shanghai by steamers, at the rate of 30,000 bales per month, each about 160 lbs. The French exploring party from Cochinchina and Cambodia, which lately passed through Hankow, stated that war was still going on with the Mahomedans, and cotton from India across country into China had been stopped; hence the demand for Shanghai cotton, as in the country round Hankow the crop had been damaged by floods. It is uncertain how long this may last, but meantime it yields enormous freights to the steamers on the Yangtze, and of course affects their profits very considerably. The conveyance of brick tea from Hankow also forms a large item in the freights. This article is transhipped at Shanghai for Tientsin, and thence overland for consumption in Mongolia and Siberia, the annual quantity being about 60,000 piculs.

Coal on the Yangtze is now being developed very fast. The various steamers take on board at Hankow about 1,500 tons per month, at a cost of about five taels per ton. The distance of the mines from Hankow is about 500 miles up the river. Rough

wooden boats are constructed for its conveyance down, which are broken up on arrival. With European appliances coal could be produced in any quantity and of a better quality. At present there is a considerable proportion of dust.

The mission body at Hankow consists of the London Mission Society, Revs. Griffith John, Bryant, Bryson, and Dr. Shearer, M.D. Wesleyan Mission, Revs. Scarborough Hill, Napier, Dr. Smith, M.D. The American Mission, Bishop Williams, Mr. Holing. These missions have chapels in various localities, and are apparently making satisfactory progress in converts. Although missionary zeal may sometimes lead to indiscreet acts, there is no doubt that the merchants in China, and indeed the Government and all classes interested in the development of the country, are much indebted to their perseverance in exploring. A short time since the Rev. Griffith John and Mr. Wylie made an expedition in the provinces of Hunan and Szchuen, which was largely availed of by the merchants in drawing up their views as to the opening up of new ports.

The new church at Hankow will shortly be opened by the Rev. Mr. McClatchie, the chaplain. The building is extremely pretty and unpretentious. The community being small, the seats are £12 each per annum ! !

The Cemetery is an enclosed space outside the walls, in which repose some two dozen Foreigners who died chiefly in 1863, including Mr. Gingell, the first Consul. Unfortunately the graves are desecrated by the Chinese, who steal the iron rails, &c. The Consul should see to this. It is very painful to the friends of the deceased.

The Wesleyan Mission has just sustained a check in the shape of a notification from Sir Rutherford Alcock, stating that he could not uphold their claim to a piece of land purchased and paid for by the Mission at Wuchang. The following document was recently issued by the inhabitants of Wuchang. Our readers will understand that the peculiarly threatening style of the language is simply the Chinese custom, and that, as a rule, such emanations are not to be taken literally :—

Notice is hereby given, that the two districts called "Chien So Yin," "How So Yin," have determined, in meeting assembled, that all holders of house property in this district be prohibited renting to Foreigners, and also that they be not allowed to sell to the same; and lest any ignorant people, for the sake of gain, illegally combine to rent or buy on their behalf, and afterwards hand over to the said Foreigners, it is resolved that on the discovery of such vicious conduct, violating as it does the unanimous vote of the community, the aforesaid house or houses so rented or sold shall be confiscated, and turned over to a native benevolent institution for the public good, and that the agent in such transaction shall be banished the district; and that the seller, the agent, and the middle-men shall be fined an amount of money equal to that received for the sale of such property; all which money shall be devoted to public purposes.

In this resolution we all, fathers and sons (literally the mulberry and the sandal-wood trees), are unanimously agreed; and for this special object, that no one may have cause for after repentance, have issued this announcement.

Respect this.—Signed by every member of this district in meeting assembled.

At a meeting held lately of the land renters of Hankow, Messrs. Ramsay, Joseph, and Jerdein were elected members of the Municipal Council, and Mr. Mackellar secretary. The receipts for 1868 amounted to 4,868 taels, of which half is house and land tax and half on goods landed and shipped. The expenditure being 4,716 taels, of which 2,208 were for repairs to bund (a never-ending source of expense), and 2,508 taels for police, fire-engine, and sundries. The land tax is thirty taels on front lots, and ten to fifteen on back, and the house tax thirty-seven on front houses and twenty-two to thirty on back. The tax on goods is about two cents per package. These taxes apply to the limits of the concession only, the wording of these leases including the obligation of contributing to the municipal expenses. There are several houses outside the concession—Messrs. Russell and Co., Drysdale, Ringer, and Co., Evans and Rainbow, Turner and Co., the Customs, &c.; these firms, however, have tomainta in the landing-place to their own frontage. The great rise and fall in the river, in some instances equal to fifty feet, is a constant source of anxiety and expense. The river at present is some twenty feet higher than usual.

The Russian gunboat *Sabul*, Captain Oussoff, is now on a visit to Hankow. This vessel belongs to the Amoor river fleet, and returns next May. There are very few Russian vessels moving in China or Japan.

The merchants at Hankow have to complain of the tea purchases not being up to muster, and a representation has been made through the Consul to the Taoutai on the subject, similar to the one at Foochow. The Taoutai has promised to issue a notification warning the teamen that such practices are highly improper.

KIUKIANG AND THE POYANG LAKE.

The opening of ports on the Poyang Lake, which lies but a few miles from Kiukiang, is of great importance for the future of Kiukiang. It is proposed, or rather suggested, by the merchants that Yaou-chow, Woochiu, and Shang Hung would be sufficient for the present. Teas are now often six weeks on their way, owing

to the peculiar navigation. It is rumoured that Mr. Consul Swinhoe has been requested by Sir Rutherford Alcock to examine the lake and make his report as to the fitness of these places. It is not proposed to "open" them in the old style of expensive Consulates and mercantile houses; such mistakes have received a severe check in the case of Hankow and Kiukiang, where a large expenditure was made, and these palatial premises are now to a large extent abandoned. The number of mercantile houses in Kiukiang is reduced to five, and the entire community numbers thirty-five, of whom nineteen are connected with the Consulates and Customs. It seems an enormous and disproportionate staff for the Customs, but the truth is that the loading and unloading of the steamers is the principal business here, and the Customs staff is not too much to keep pace with it. Many of the places proposed to be opened on the lake are to be simply subsidiary to Kiukiang, and all vessels trading on the lake would have to call at Kiukiang for clearance. This would make it an *entrepot*, and probably save it from being entirely abandoned by merchants. The Poyang Lake and its tributaries, as is well known, is adjacent to the great tea producing districts. The memorial from Kiukiang of July, 1867, alluded to in the Shanghai Chamber of Commerce Memorial, which went home last mail, fully describes this, and would be useful at this time if published in the *London and China Telegraph*, as it was omitted in the Parliamentary papers of February 1868. The memorials of Chefoo and Hankow were also omitted.

In a special memorial by Messrs. R. Francis and Co., of Kiukiang, dated January last, they say :—

We would urge the appointment of a British official of suitable rank as intendant of trade at Nanking, the residence of the Viceroy, who controls this province and Keangnan; mercantile matters could then be referred from Kiukiang, and also from Shanghai and Chinkiang, to Nanking, instead of to Peking, late experience having shown the desirability of this change.

We would suggest that the transit duties be handed over to the local officials, and not to the Peking Government; in fact, some portion of the export duties might be treated in the same way, as at present the local authorities have little or no interest in Foreign trade; they therefore collect the local duties, which the transit duties were intended to replace, as if no special Foreign duties existed.

While on this subject we may mention that some misunderstanding exists as to these transit duties, it being considered by some that if the goods are not the actual property of British subjects during the transit they should not be protected; we take it that the transit duties were intended for the benefit of British trade generally, and that all British imports and exports are entitled to that benefit.

Mr. Pirkis, the late chaplain of Kiukiang, who has been the subject of much talk, proceeds to England by the *Diomed* steamer. Mr. Atkinson, who was connected with the Church Missionary Society, has taken the post of chaplain, subject to the approval of the Home Government and their willingness to supplement the salary given by the community in the usual way. Mr. Josiah Cox, of the Wesleyan Mission, has also left in the *Diomed*, after many years' service on the Yangtze and other places, very much respected by natives and Foreigners. Two American missionaries, Mr. Hart and Mr. Tod, have lately settled at Kiukiang.

Considerable changes are looked for in the Foreign Inspectorate of Customs. The Chinese are beginning to see that it could be administered at a smaller cost, and cutting down is the order of the day. One step is that the married *employés* have notice that quarters will not be provided for them in future. The present salary of a first assistant is £800 per annum and quarters, but to cut out the latter is of course a serious difference. Another step is to order a medical examination of all persons below first assistants as to their general health and physique. The complaints as to promotion are also very loud; men who have been used as Acting Commissioners from place to place find themselves displaced by men who are much their juniors. No doubt Mr. Hart has a very difficult task to perform at Peking to reconcile the contending interests of all nationalities, but he should at least see justice done to those who have served the institution with fidelity for many years. The study of Chinese and a yearly examination is now one of the requisite qualities insisted on.

One of the interesting features lately has been the receipt at Kiukiang of a very superior coal from Lo Ping, near Yaonchow, on the Poyang Lake. This coal is very like Scotch coal, and seems superior to any native coal that I have heard of.

The Taoutai at Kiukiang is about to be relieved. During his term he has shown himself very inimical to Foreigners, and the community are glad that his term is out. It was with this Taoutai that the serious differences took place with Mr. Kleinwüchter, the then Commissioner of Customs, who was in consequence transferred to Swatow.

Mr. Lord, who has been acting as Commissioner at Hankow, has been transferred to Canton as first assistant only. He is entitled to leave of absence, and intends proceeding to England.

The coal mines in this vicinity consist of one at Lang Tang and one at Pa-whei. The former one is about twenty miles distant (near the river). A few pits have been worked, and the coal favourably reported on, but the Chinese Government have stopped the working. These mines and other minerals in the locality require to be developed by Foreign appliances. They consist of iron, plumbago, and antimony.

CHINA.

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, March 2, 1869.

The P. and O. steamer *Malacca* arrived here on the 19th Feb., with the English mail of 1st Jan., and telegrams to the 24th Jan. These latter are at present our latest advices.

Admiral Sir Harry Keppel arrived on the 21st ult. in the *Salamis*. The *Rodney* is outside the mouth of the river, where it is understood she will remain while the Admiral visits Hankow and the other Yangtze ports.

The contract for completing the new British consular gaol has been given to a native builder, who has engaged under a heavy penalty to complete the work by December, 1870. The present gaol has long, both on account of its small size and unhealthy situation, been unfit for its purpose, and its replacement by a more suitable edifice is a work much more important than the building of new Consulates, which has hitherto occupied the attention of the Government engineers.

It is stated that another public garden is to be opened in Shanghai. The foreshore on the Hongque side from a point opposite the American Church to the Astor House is to be banded and filled in; the promoters of the scheme being Mr. Seward, the American Consul-General, and Messrs. Cunningham and Reid, who are the principal landowners in the vicinity. Such are the plans as announced, but it remains to be seen whether the result will equal the expectations raised.

On the 26th ult. two foreigners, named George Ross and William Smith, were found suffocated on board a lorch lying opposite the French Concession. A Chinaman had shared the same fate. No particulars as to the accident could be obtained, but it seemed probable that a stove fed by coal and charcoal, which was found overturned in the cabin, must have caused it. An inquest was held the same day before Judge Goodwin, when a verdict of accidental death was returned.

On the 17th ultimo a meeting of the treaty Consuls, the Harbour Master, and the Chairman of the Chamber of Commerce was held, to discuss bye-laws for the port. The only important items settled were that the number of pilots should be limited to sixty, that the present scale of charges should be retained, and that Tls. 10 per diem should be charged for detention at Wusung over forty-eight hours.

The No. 1 Fire-engine Company, which has lately been strengthened by the accession of the Custom-house officers, held a meeting of its members on the 17th February. Nothing was done save the election of officers, the adoption of a uniform and the drawing up of laws and regulations being left to a Committee. The following gentlemen form the executive for this year:—Mr. Binger, foreman; Mr. Canham, first assistant; Mr. M. L. Smith, second assistant; Mr. Watson, captain of leading hose; Mr. McCarthy, first assistant; Mr. Lawless, second assistant; Mr. Learger, third assistant; Mr. Newberry, fourth assistant; Mr. J. Howes, captain of the suction; Mr. De la Cour, first assistant; Mr. Saunders, second assistant; Mr. Killeen, third assistant; Mr. E. J. Smith, fourth assistant; Mr. Vogelar, secretary.

The members of the Shanghai Club have held their annual meeting, at which the following gentlemen were elected as the committee for the current year:—Messrs. R. B. Baker, J. Ashton, F. D. Hitch, J. I. Miller, and R. Miller. It was announced that, under the present economical management, the club paid its way. The profit for the year 1868 was 2,303.98 dols.; but it is hoped that with increased attraction and careful supervision the year 1869 will exhibit a large increase in receipts, while the relative expenses will be diminished.

The German theatrical amateurs, in connection with the Club Concordia, gave their fourth representation for the season on the evening of the 27th ult. The house was crowded, and the performance most excellent. The courtesy and liberality of the German club in throwing these entertainments open to the public, the invitation required being little more than a form, contrasts strangely with the less disinterested plan adopted by the English amateurs, who charge three dollars for admission to their performances.

I gave you some mails ago an account of the commotion excited amongst the resident British subjects of Chinese descent by the publication of a notification, wherein Sir Rutherford Alcock ordered all such persons to wear European costume under pain of being denied the protection of the English flag. This sumptuary ordinance was bitterly criticised by the local press, and the persons most affected by it addressed a very respectful memorial to the Minister, protesting against the injustice of interfering with their dress. The following reply has just been received:—

British Consulate, Shanghai, 15th February, 1869.

Gentlemen,—I am directed by H. E. Sir Rutherford Alcock, K.C.B., H.B.M. Minister Plenipotentiary, &c., &c., to acquaint you that he has received the memorial, together with a letter to the address of H.M.'s Principal Secretary of State for Foreign Affairs, which you placed in my hands for transmission to Peking, and I am to inform you that as you have addressed yourselves with a copy of your memorial directed to the Foreign-office, his Excellency deems it inexpedient to enter into the matter so re-

ferred to the higher authority.—I am, Gentlemen, Your obedient servant,
W. H. MEDHURST, Consul.

To Lo-Yuen-Yew and others, British Subjects
of Chinese descent.

The P. and O. steamer *Malacca*, which leaves at daylight tomorrow morning, takes 571 bales China and 95 bales Japan silk.

From Chefoo we heard ominous rumours of an intended assassination of all the Foreigners, at the Chinese new year. As it was thought that some disturbance might take place, the gunboat *Insolent* was moved into the bay, and patrols traversed the settlement each night during the festivities. Of course, nothing came of it, but it is said, that interested parties are diligently circulating rumours amongst the villagers in the neighbourhood of Chefoo to the effect that the authorities have determined upon exterminating foreigners within a very short time. Curiously enough, the discomfiture of Tseng Kuofan has assumed the character of a victory during the transit of the news from Nanking to Chefoo. According to the report current the Yangchow affair was a Chinese triumph, the ships of war were beaten off with loss, and out of pity Tseng gave his foreign prisoners food and dismissed them. Very many miners have been arrested by marines sent up from the *Insolent*, and will be deported. Up to the commencement of the Chinese holidays trade was brisk, grey shirtings 8½ lbs. having been freely dealt with at Tls. 2.16. The following is an abstract of Messrs. Holmes, Wadman, and Co.'s Circular of Jan. 22nd. It is interesting as affording a comparative view of the trade for the years 1867 and 1868:—

"The import of grey shirtings during 1868 was 542,018 pieces, as against 165,005 pieces in 1867, and 140,477 pieces in 1866. The excess in T-cloths was even more extraordinary, say 219,804 pieces in 1868, against 58,130 pieces in 1867, and 19,896 pieces in 1866. The quantity of drills imported in 1868 was 25,234 pieces, against 17,254 pieces in 1867, and 8,170 pieces in 1866. As regards exports the statistics are also somewhat curious. Of bean-cakes 630,236 piculs were exported in 1868, against 390,804 piculs in 1867, and 749,506 piculs in 1866. Peas were shipped in 1868 to the extent of 318,201 piculs, against 418,016 piculs in 1867, and 550,108 piculs in 1866. The export of cotton has fallen from 34,302 piculs in 1866, to 1,018 piculs in 1868; while shipments of straw hats have risen from 16,078 pieces in 1866, to 391,306 pieces in 1868."

The only news from Peking is to the effect that Mr. Ross Brown coincides with the Chinese Government in discouraging mining operations; but this certainly requires confirmation, especially when it is considered that Mr. Brown's reputation has been won, not as a diplomatist, but as a scientific miner.

The *North China Herald* says:—"We are glad to hear from Peking that Sir R. Alcock has received a despatch from Lord Stanley, approving Mr. Medhurst's action in the Yangchow affair, up to the time of his first withdrawal. This, of course, comprises approval also of the conditions insisted on. It remains to be seen what view the new Ministry will take of the subsequent measures adopted in pursuance of this policy, and to enforce these conditions."

The following is from the same paper:—"We hear that the Municipal Council have it in serious contemplation to order a steam roller from home, for the benefit of our streets. We pass over the prospect to brokers' traps; but the Council surely forget that they are dealing with Chinese soil, that steam interferes with Fengshuey, that a steam roller would lessen the employment of Chinese hand-labour—in a word, that they must consult Mr. Burlingame before any such gross outrage on Chinese stereotyped custom can be permitted. Of course, the Chinese Government is most anxious for progress, panting, in fact, to introduce perpetual motion, if it could only be discovered. But it would like to put it off indefinitely; and a steam roller would be a terribly bad example. It might enlighten Chinamen on the subject of steam."

The *Evening Express* says:—"We are glad to learn that a subscription is in circulation to raise a fund sufficient to remove the remains of the late General Burgevine from their present resting place in the Pootung Cemetery to the Shanghai New Cemetery, and to erect a stone over them. One hundred taels has already been promised for this purpose, for which Tls. 170 in all will be required. We doubt not the balance will be speedily forthcoming."

The *Recorder* says:—

"We have to record the departure within the last week of three of the oldest steamer captains trading from this port. Captain Drage, late of the *Yuen-tze-wei*, left by the last mail, on behalf of the North China Company, to bring out a steamer for the Northern trade. The vessel is now being built under the superintendence of Captain Blow, who, our readers will remember, was a long time in China, and employed latterly by Messrs. Trautman and Co. as their steamer manager. Captain MacQueen, who for the last eight years has been in command of steamers trading on the Yangtze, left by the *Costa Rica* for England. He lately commanded the S. S. N. Company's steamer *Hirado*, but it appears that the opposition company require another steamer for the Yangtze trade, and he has been selected to proceed home to get one built. This seems to be very unfair to Captains Howlett and Hutchison, who have both been in the U.S.N. Company since its formation, and, we should think, are as well able to superintend the building of a steamer for this trade as the gentleman who has superseded them. Their new steamer is, we understand, to be built on the same prin-

ciple as the *Hirado*, but of iron; the boilers will no doubt, instead of being placed on the guards, be in the hold of the vessel, which the passage from England would, we think, necessitate. By the French mail, Captain Gibbon, formerly in command of the S.S. *Antelope*, and latterly of the *Dragon*, has also, we hear, been deputed by a private firm to superintend the building of a steamer similar to the *Dragon*, for the Tientsin trade, which may be expected to arrive early next year. He will be succeeded in command of the *Dragon* by Mr. Harvey, chief officer of the *Nansing*.

The same paper is credibly informed that the S. S. N. Company have determined on having a large iron river steamer for the Yangtze built at Glasgow, and that Captain Dearborn, sometime of the S.S. *Yangtze*, has been entrusted with the supervision. This is most satisfactory after the reiterated assurances we have heard that if the English could build sea going vessels it was reserved for their Transatlantic cousins to rule the internal waters.

FOOCHOW.

(FROM OUR SPECIAL CORRESPONDENT.)

Great difficulty is still experienced in acquiring land for building foreign houses near the water side. The tendency is now very strong to keep the mercantile houses together near the river, Messrs. Jardine, Matheson, and Co., forming the eastern boundary or lower side. Messrs. John Silverlock and Co., Holliday, Wise, and Co., Siemssen and Co., Gilman and Co., and Mr. Galton are building in this group, and in time no doubt but that the firms now located on the island connected by the bridge and those on the other side of the river will move down. The house and godowns of Messrs. Hedge and Co. form the latest improvement on the water side. It has been a standing and important inconvenience to the community here that a site has not been granted as a concession for Foreign residences—the necessity for each firm acquiring land and building without any plan or connection prevents those sanitary measures for draining, &c., only to be acquired by united action. The houses being now stuck about, the only approach is through the Chinese streets, which are about the most filthy and disgusting in China. Many of the houses either back or front on these streets, and in the summer time it is intolerable. The Foreigners cannot undertake to be scavengers for the Chinese, and any such suggestion to them is simply laughed at, for they seem in no way affected by the filth—use being to them second nature.

The gunboat *Lever* has left for Shanghai, leaving the *Dwarf* for this station. The American gunboat *Unadilla* is also here.

The difficulty in reference to the building of a house near Sharp Peak, at the entrance of the river, has completely subsided, and Mr. Wolfe, the missionary, will now get his house built at the cost of the Chinese, as compensation for the outrage. The Viceroy admitted our right to acquire the land and build there. It was out of this disturbance that the threat grew, by placards to expel all Foreigners, but the interest now felt in the Foreigners' dollars is too general to admit of such a catastrophe, and the residents were not in the least alarmed at the demonstration, although doubtless their friends in England would be anxious.

The clippers *Leander* and *Undine* have cleared for Shanghai with cargoes of wood on Chinese account. These trips are intended to pass the time away until the tea season comes round in May. The *Gabalva* has cleared for Boston with 453,700 lbs. tea, and the *Surprise*, which put back, will sail again shortly for New York with about 1,000,000 lbs. The *Henry Grenfell* sailed for London on the 27th February with 498,533 lbs., and the *Thomas Edwards*, for Sydney, with 184,500 lbs. This, it is expected, will complete the season's export, the figures standing as per export table in another column.

The teamen, it is expected, will use more caution in preparing the next season's congou, in consequence of the protest lately made by the merchants to the authorities. It is also expected that the teas will not be down so early as last season.

FORMOSA.

Mr. H. F. Holt, who has for some time officiated at Tam-suy, has been transferred to the Ningpo Consulate as Interpreter. It was Mr. Holt who so ably vindicated the rights of British subjects in the recent "difficulty" arising out of the maltreatment of Messrs. Bird and Kerr by the Chinese, and it is gratifying to hear that he has received a handsome testimonial from the gentlemen whose cause he brought to a successful issue. The testimonial, which was accompanied by a suitable address, is a silver vase, modelled on the design of the famous China Challenge Cup that is annually shot for at Wimbledon, but of course on a much smaller scale; it bears the inscription:—"To Henry F. W. Holt, from C. D. Kerr and S. E. Bird, in memory of the 12th October, 1868. Tam-suy, Formosa." This is almost the only instance in which a British Consular officer has received such a testimonial of appreciation of his exertions.

With regard to the salutary effect produced by the retaliatory measures so promptly adopted in Formosa, a correspondent of the Hong Kong *Daily Press* writes:—"The fruits of these recent proceedings we are now enjoying. Both merchants and missionaries are allowed to proceed with their work in peace. The latter have been allowed to return to Taiwan-foo, a treaty port, whence they were driven by Ting Taoutai four years ago. A foreigner now meets with ordinary respect, instead of the old shouts of

obscene ridicule. The authorities are duly respectful to all communications from H.M.'s Consulate, and there is every reason to believe that this state of things may exist for a considerable time. I believe that your readers will be glad to learn what has been accomplished through the determination of our authorities to enforce a proper fulfilment of treaty obligations."

HONG KONG.

The present mail brings advices from this port to the 9th March. The outward mails of January 15th and 2nd were received on the 26th February and 5th March respectively. The following leading items of colonial news are from the *China Mail*:-

The Postmaster-General's Report for 1868 has been published, and is eminently satisfactory. A most interesting report by the Inspector of Government Schools appears in the same gazette. The charges brought by Bishop Alford against the educational system pursued are very effectively met.

The decision of his Lordship the Chief Justice on the demurrer in the case of *Regina v. Saint* has not yet been given.

A wordy conflict has taken place between the Hong Kong and Whampoa and Union Dock Companies. The latter is thought to have the best of it.

Petitions for bounty for capture of piratical junks by H.M.'s gunboat *Haughty* have been granted. The Attorney-General agreed that future petitions should be made much fuller.

If any reliance is to be placed on statements made in Ceylon papers brought on by the *Achilles* there is shortly to be a change in some of the colonial governorships, in which we of Hong Kong will feel directly interested. Sir Henry Barkly, Governor of Mauritius, is to be transferred to the Cape; Sir Hercules Robinson will succeed him; Sir Richard MacDonnell will be promoted to Ceylon, and Mr. Pope Hennessey will ascend a step or two in the service of the Crown by removal from Labuan to Hong Kong. The programme is a likely one enough. If it should prove to be correct, Sir Richard MacDonnell's successor may congratulate himself on the inheritance that has been provided for him by the—well, we will call it the—energy of his predecessor. There will be a balance to credit in the treasury; there will be a nice substantial residence at the top of the Peak, beautifully sheltered from the violence of typhoons, but open to the genial monsoon that comes breathing its cooling influence on the torrid atmosphere of summer; there will be a commodious and well-built Government steam yacht, in which the delights of a little cruise may often be alternated with the luxuries of a land residence, together with a "launch" for police purposes, and which may upon occasion serve as tender to the yacht. It is only fair to the present incumbent of the office to say that his measures for suppressing piracy have proved effectual, so that the next presentation will be free of what was once a serious incumbrance. And all this has been done by what less than three years ago was a bankrupt colony, the Government of which had to use the money of suitors at law to support itself. If Mr. Pope Hennessey cares to learn the secret of this success, he may easily do so; but Sir Richard MacDonnell will tell him that really it is an incidental and undesigned result of his policy in a certain respect, and that, therefore, he is positively not entitled to the credit thereof. The gambling revenue came in his way, and he found it; but as for looking for it; oh, dear, no. And of course Mr. Pope Hennessey, who has the reputation of being a shrewd man, will accept Sir Richard's explanation.

A draft despatch from the Chamber of Commerce to H.M. Consul at Canton upon the opening of new ports is, fortunately, to be submitted to a public meeting on the 11th instant, before it is adopted as an expression of their collective opinion. From the custom which has hitherto obtained, we were somewhat afraid that nothing more would be heard of the matter until a sheet of foolscap had been irretrievably spoilt, and the reply had been received and recorded. We are, however, glad to have the opportunity of making some remarks upon the subject, fully assured that, if the committee are in earnest they will gladly welcome comment and discussion. Let us briefly examine the contents of the document before us:-

It commences by acknowledging the communication calling for the opinion of the Chamber, and then expresses the satisfaction felt by its members "that a subject of such importance as the opening up of the country of China was likely soon to be brought under discussion." There is surely some misapprehension on the part of those who drafted the despatch in this allusion to the question the Chamber has been requested to discuss. Its opinion was asked as to whether any, and if any what, new centres of trade should be thrown open to Foreigners on the Chinese seaboard. According to the popular, and in our opinion correct, view of the matter, the "opening up of the country of China" and the establishment of new "Treaty ports" are propositions diametrically opposed the one to the other. It is, therefore, to be hoped that, in the discussion about to take place, care will be taken to make such corrections in this paragraph as will obviate the misunderstanding which must arise if it remains unaltered; for the Chamber do not, we presume, intend to imply that they regard the opening of a few ports and the opening up of the empire as synonymous phrases.

Upon the question of subsidiary ports the despatch is vague and unsatisfactory. The Chamber considers that their establishment,

as recommended by the Amoy memorialists, "would be of considerable benefit to foreign trade;" but it enters into no details and brings forward no arguments in support of its opinions. As regards the Yangtze ports, the Chamber merely "ventures to give a general expression of its opinion as to the desirability of such measures being adopted"—a course sufficiently safe and easy, but scarcely worthy of being recorded as the only written expression of opinion upon so important a subject, emanating from a body which claims, rightly or wrongly, to be the leading commercial association of the Far East. Yet more singular is the alarming contradiction between the paragraphs in which the subsidiary and Yangtze ports are alluded to, and that which follows them. In the one case, the Chamber (as quoted above) not only acknowledges the desirability of such a measure, but "cannot urge too strongly" the matter upon the attention of the British Minister; in the other, but a few lines further on, it is of opinion that "the inlets now afforded by the ports at present open to trade are quite sufficient." It is possible, though scarcely probable, that those of our readers whose political opinions have been developed in the favourable atmosphere of Hong Kong commercial life will be able to comprehend what the Chamber (or rather the despatch) is, vulgarly speaking, "driving at." For ourselves, we confess to considerable difficulty. We can only parallel the line of argument adopted by the celebrated sentence in an Irish biography—"This remarkable man left no children behind him but his brother, who was killed at the same time." It may be that the opinion of the Chamber has only been asked out of civility, just as close-fisted schoolmasters ask their boarders if they will take any more pudding—the answer being immaterial. The opinion of the Hong Kong General Chamber of Commerce is, quite possibly, "of no consequence, thank you." But self-stultification need not form part of the programme; and we trust that the ensuing discussion will render the application of such a term to the course pursued by the Chamber unnecessary.

In conclusion, we must express our extreme surprise that, whatever the opinion of the Committee as regards the river and coast ports, Hainan is passed over in total silence. No question as regards transit dues, transport, railways, or the navigation of inland waters by steamers, need form an obstacle to its being included in the list of either open or subsidiary ports. It is needless to advert to the interesting details which have lately been made public, but we would remind the Chamber that, while the opening of Hainan may not possess great importance for some of the many leading firms of the colony, there yet remains a large number anxious and able to cultivate the commercial relations with an island so rich in metallurgical productions. The reticence of the Chamber is the more remarkable, as a proposition to survey and report upon the commercial capabilities of the island but very recently emanated from the Chamber itself!

There are some points in the despatch which might call for commendation; but our avowed object is to deal with its apparent defects, as a contribution to the efforts of those with whom will lie the final adoption of the answer to be sent to H.M.'s Consul.

The approaching departure of Mr. Ball for England has naturally given rise to some little speculation as to who will be his successor as Judge of the Summary Jurisdiction Court. There is no lack either of aspirants for the post nor of duly qualified men to take it, though it is possible that the former class exceeds the latter in number. The ordinance under which the Summary Court is constituted empowers the Governor, "in case of the death, temporary illness, or absence of the judge," to appoint "any fit and proper person temporarily to discharge the duties of the said office," and it is a matter of much importance that the qualification here described be strictly insisted on. The judge himself must be "a barrister-at-law in England or Ireland, or an advocate in Scotland of not less than five years' standing," so his *locum tenens* should, if possible, fulfil the same conditions. There is, of course, no definition of what may constitute "fitness" in the eye of the Governor, but we have no reason to suppose that he would select an unqualified person, while at least four qualified men could be found in the colony to whom the offer could be made.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from Singapore to the 16th March. The outward mail of January 29th was received on the 4th March. The following summary of the fortnight's news is abbreviated from the *Straits Times* of March 16th.

A very painful sensation was created early in the fortnight throughout the community by a fatal accident, which caused the almost instantaneous death of a brave soldier and a gallant gentleman—Lieutenant-Colonel John Curtis, of H.M.'s 8th Regiment M.N.I. Colonel Curtis was thrown on his head from his horse on the morning of the 4th instant, while taking his usual ride in company with a brother officer, Major Hailes, and died insensible in half-an-hour where he fell. He was buried next morning with military honours, the corpse being escorted to the

grave by his own regiment, and detachments of the Royal Artillery, other troops on the station, and the Volunteers.

The North German war steamer *Medusa*, Capt. Struben, arrived in harbour from Batavia on the 4th instant, and is still here.

H. M.'s war steamer *Rinaldo*, Commander Lord Charles Scott, arrived from Hong Kong yesterday morning.

The right wing of H. M.'s 73rd Regiment left for Ceylon on the morning of the 8th inst., in the chartered steamer *California*. The departure of the wing is much regretted by the community, but perhaps this regret has a good deal of selfishness about it. There is the loss of a good band on every Tuesday in the Botanical Gardens, and there is also the loss of superior amateur theatrical entertainments. *Slamat jalan* say all.

There have been two meetings of Council during the fortnight, viz., on the 6th and 10th inst., and at both the chief interest centres on several attacks by the un-official members on the Governmental phalanx.

At the meeting on the 6th Captain Shaw took the oaths and his seat, and Mr. E. Isemonger, chief clerk, Auditor-General's Department, also took the oaths and his seat, as Acting Colonial Treasurer. Progress was made with the Treasonable Offences Amendment and Merchant Shipping Fees Bills. The honourable W. H. Read moved a resolution, which was agreed to, that a detailed account should be made public of the Travelling Allowance item which officials so coolly, and, we might almost add, shamelessly, appropriated for their own benefit, a short time ago, out of the public treasury.

At the meeting on the 10th instant the Travelling Allowance item was again brought up for discussion, and Mr. Read's resolution, on account of some informality, was re-proposed and agreed to. Progress was also made with the Merchant Shipping Fees and Malacca Land Bills. But the most interesting subject before the Council was one initiated by the un-officials, constituting attack No. 2 on the enemy. It began with a complaint of the extreme meagreness of the Minutes of the Council.

The motion made by Dr. Little was followed by one of Mr. Read's, proposing to place at the disposal of the Executive the sum of one thousand dollars to pay a short-hand reporter, who in unique motion, so far as we can make out, was agreed to *nem. con.*

The use of the Commercial Code of Signals instead of Marryat's has been rigidly enforced on our flagstuffs since the 1st inst., much to the bemusement of the residents and the rage of skippers whose signalling *à la Marryat* is persistently ignored.

The news of the fortnight from the neighbouring countries is not of consequence. Sickness prevails still to a lamentable extent over Java, although the ravages of the malarious fever have diminished somewhat. We have dates from Labuan to the 25th ult., and the little colony continues to prosper under Mr. Hennessy. Everything is quiet in Sarawak under Mr. Crookshank, who rules the principality during the absence of the Rajah in England.

Two topics have been subjects of discussion during the fortnight—Government house and a railway to New Harbour. The first is being rapidly completed, and looms in imposing dimensions over the whole island, reminding one of the towering castles of fairyland which Doré can so graphically depict. Its cost, however, will do full justice to its size, and the question now is whether the ultimate amount will be 200,000 or 250,000 dollars.

It appears that the project of a railway to New Harbour is likely to be carried into execution without any great delay. We welcome this proof of the rise of a spirit of legitimate local enterprise, and we have no doubt this project will be as financially successful as it is eminently desirable.

The fortnight has been one of great heat and weary drought. Hardly a drop of rain has fallen. The drought, if continued much longer, will have a most material effect on many articles of produce—pepper and gambier for instance.

The *Ellora* arrived from China yesterday at ten o'clock and leaves to-day at two P.M. The P. and O. steamers seem now to have got into a groove of praiseworthy regularity.

The launch of the Government steam launch, named the *Mata Mata*, took place at the shipbuilding yard of Messrs. Buyers and Robb, of this port, before H.E. the Governor and suite and a number of Government officials. The ceremony of naming the vessel was performed by Lady Ord. Immediately upon a signal being given, a bottle of champagne was let fall across the bows of the vessel, and the shores having been knocked away, she glided gracefully into the water, amid the applause of the assembled spectators. The vessel then made two or three trips backwards and forwards, which appeared to give general satisfaction.

It is stated in the *China Mail* that his Excellency Sir RICHARD MACDONNELL, at present Governor of Hong Kong, will shortly be transferred to Ceylon, and that Mr. POPE HENNESSEY, now at Labuan, will succeed to the Hong Kong post. It is not, we believe, conclusive, but at any rate Sir RICHARD MACDONNELL has obtained leave of absence, and will probably leave Hong Kong by an early mail.

Commercial Report.

STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Owing to the native New Year holidays business during the greater part of the interval had been entirely suspended in all markets. It had hardly been fairly resumed, but something had been done, and at slightly improved rates. Yarn had been most in request, but some inquiry had been made for Grey Shirtings. Woollens remained neglected. Cotton and Rice had slightly improved, in price as well as demand. The current quotations were as follows:—Cotton Yarn: Nos. 16-24, per picul, \$15.25 to 46.50; 28-32, \$47 to 48.25. Grey Shirtings, 7 lbs., per piece, \$2.45 to 2.55; 8-4 lbs., \$2.77 to 2.83; White Shirtings, \$2.80 to 3.60. T-Cloths, 6 lbs., \$1.70 to 1.80; 7 lbs., \$2 to 2.20; Camlets, per piece, \$15 to 16; Blankets, per lb., \$0.50 to 0.55; Iron, nail rod, per picul, \$3.40 to 3.70; Lead, \$7.50 to 8.0; Tin, \$17 to 18.

SHANGHAI.—Cottons: Since the receipt of London telegrams reporting the Liverpool and Manchester markets higher, there had been a large speculative business transacted. Foreigners had been the chief operators, natives having previously bought to some extent any parcels offered them at cheap rates. A considerable portion of the stock of Plain Cottons was held by foreigners, who were generally holding for still higher prices. Advices from the North and River Ports were favourable. Grey Shirtings had changed hands at various prices, ranging from Tls. 2.06 to 2.20 for 8½ lbs.; Tls. 1.82 to 1.95 for 7 lbs.; and Tls. 2.75 to 3.05 for 9 10-12 lbs. Heavy Shirtings had been in good demand. At the close there was less excitement, and quotations may be considered if anything slightly lower. T-Cloths had been very largely dealt in, and quotations show an advance, although they were somewhat irregular. White Shirtings were firmly held, and but few had been sold. Drills, American and English, had been rather easier of sale. Fancy Cottons: There was rather more doing in these goods, but very little improvement was noticeable in prices. Heavy clearances of most descriptions of Cotton Manufactures were being made for the Northern Ports. Woollens and Worsteds: A very limited business had taken place in these goods, and prices showed but little alteration. Metals: For both Bar Iron and Nail Rods there had been a good inquiry at advancing rates. Good assortments of the former had realised Tls. 2.60 and of the latter Tls. 2.45 per picul. Stocks of Nail Rod Iron were heavy, but the market was firm at quotations. Lead marks 1 to 2 mace higher, owing to the better rates ruling in Hong Kong. Sales of L.B. at Tls. 6.20, holders were asking Tls. 6.30. The stock had been increased by about 4,000 piculs. Exports were estimated at about 3,800 piculs. Coals: There having been little demand, the rates given are almost nominal. The principal portion of the following arrivals had been to order:—From Great Britain, 475 tons; Australia, 2,335 tons; Japan, 1,165 tons; Formosa, 1,760 tons; in all, 5,725 tons. The following were the current quotations:—Grey Shirtings, 7 lbs., per piece, Tls. 1.90 to 1.92; 8-4 to 8.6 lbs., Tls. 2.10 to 2.18. White Shirtings, Tls. 2 to 3. T-Cloths, 6 lbs., Tls. 1.45 to 1.75; 7 lbs., Tls. 1.65 to 2.05; Camlets, English, S.S., Tls. 12 to 12.75. Iron, nail rod, small size, per picul Tls. 2.10 to 2.25; Fair to good Assorted, Tls. 2.30 to 2.50; Hoop, Tls. 1.80; Flat and Round, Tls. 2.50 to 2.70; Lead, Tls. 5.90 to 6.30; Tin Plates, per box, Tls. 4.30 to 4.80; Steel, per tub, Tls. 3.50 to 3.60.

HANKOW.—Plain Cottons: The market opened, after the native holidays, for Grey Shirtings, 8½ lbs., at Tls. 2.12 to 2.15, for good makes, at which considerable sales were made. Business had since been checked by the increased firmness of holders. Closing quotations were Tls. 1.85 to 1.88 for 7 lbs.; Tls. 2.11 to 2.18 for 8½ lbs.; and Tls. 2.90 to 2.95 for 9 10-12 lbs. White Shirtings had been dealt in to a small extent at previous rates. T-Cloths continued very dull, and stocks remained heavy. Drills met with no inquiry. Fancy Cottons: Small sales had been effected at rather weaker prices. Woollens and Worsteds: Camlets, SS, had been in fair demand at Tls. 12.25 to 12.60 for assortments. Lastings remained neglected. Long Ells: Scarlet were quoted 5 candareens lower, and few transactions had transpired. Spanish Stripes had been in some request at former rates. Figured Orleans had changed hands at Tls. 3.60 to 3.70. Lead: There was very little demand; holders were asking Tls. 6.40 to 6.50, while offers were Tls. 6.20 to 6.25 per picul.

FOOCHOW.—The following had been the transactions during the interval:—6 piculs White Wax, at \$190.00 per picul; 570 piculs Lead, at \$9.26 to 9.50 per picul; 1,500 pieces, 8½ lbs., Grey Shirtings, at \$2.92½ to 2.95 per piece; 600 pieces, 7 lbs. T-Cloths, at \$2.60 per piece.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 8th March:—Cotton Yarn.—Sales of Nos. 16 to 24 have been on a somewhat larger scale, and at rather higher values, but other numbers are saleable only on easier terms, stocks being very heavy. Piece Goods.—Importers have been very firm throughout the fortnight, gradually advancing their asking prices for almost all descriptions, and though buyers have been very unwilling to pay the enhanced prices, their actual requirements have obliged them to enter the market and purchase at still higher figures than were demanded during the early part of the interval, holders being strengthened in their views by the home advices since received. Some large holders refuse to quit 7 to 8½ lb. Grey Shirtings, 6 to 7 lb. T-Cloths, or White Shirtings at present quotations. Turkey Reds are out of favour at the moment, and are nominally 5 cents lower. English Drills, 40 yards, are saleable at higher figures, and Dutch on former terms. A small parcel of Dutch Jeans has been sold, "to arrive," at \$5.12½. About 1,200 bales of American Cottons have been received, but have not yet been placed on the market, and quotations are quite nominal. Woollens: Few sales have been made. Scarlet Long Ells, despite their scarcity, are out of favour, and could not be placed, except at a reduction from former rates; but Dark Blue, Gentian, Green, and Purple are wanted, and we quote Assorted 20 cents dearer. There is no inquiry for Spanish Stripes, which are a trifle lower. Blankets are entirely neglected. Lastings easier. Crapes unchanged. S., S.S., and S.S.S. Camlets are 25 cents lower. Other kinds maintain their former values, and Dutch are very firm. Metals: Sales generally have been on a larger scale, but at lower prices, buyers being unwilling to purchase at former figures, and holders disposed to realise. Malacca Tin has declined very materially, and for Lead there is no inquiry at the moment. Coal: Arrivals have been: 831 tons English (to consumers), 250 tons Anthracite, and 760 tons

Sydney, the latter in two cargoes of 460 and 300 tons, which have found buyers at \$7.50 and \$8 respectively. Further sales have been made of 450 tons English, ex godown, at \$10.25, and 250 tons Anthracite at \$12, ex ship. There is a better feeling in the market, especially for Sydney, arrivals showing a marked falling off. Ginseng: The arrival of further supplies has induced buyers to hold off in hopes of bringing about some reduction in prices, and the only sale has been 13 casks Crude at \$130 per picul, but holders remain very firm. The current quotations at departure of the mail were as follows:—Cotton Yarn, No. 16 to 24, per bale, \$120 to 127.50; 28 to 32, \$130 to 135; No. 38 to 42, \$135 to 140. Grey Shirtings, 7 lbs., per piece, \$2.50 to 2.55; 8-4 lbs., \$2.75 to 2.85. White Shirtings, \$2.30 to 5. Grey T-Cloths, 6 lbs., 32 in., \$1.89 to 1.90; 7 lbs., \$2.10 to 2.45; 8-4 lbs., 36 in., \$2.65 to 2.90. White Spotted Shirtings, \$2.77½ to 2.90; Dyed, \$3.50 to 3.70. American Drills, 40 yds., 14 lbs., per piece, \$5.25 to 5.30. Spanish Stripes, assorted, per yard, \$0.78 to 0.91; Scarlet, \$0.80 to 0.95. Medium, Ladies, and Habit Cloths, \$1.10 to 2. Long Ells, 11 Scarlet, \$8.80 to 8.40; Assorted, \$8 to 8.50. Camlets, SS Assorted, \$16 to 16.25; SS. Scarlet, \$17.50 to 18. Blankets, per lb., \$0.45 to 0.60. Metals, Iron Nail Rod, \$2.75 to 2.80; Round, Square, and Flat Bar, per picul, \$2.75 to 2.80; Hoop, \$2.90 to 2.95; Wire, \$7 to 7.25. Lead, per picul, \$8 to 8.25.

SINGAPORE.—The market generally had been dull during the interval; a fair amount of business had transpired in Shirtings and T-Cloths at the commencement, but latterly the demand had fallen off: prices were mostly unchanged since last report. Grey Shirtings 39 in. 8½ and 7 lbs. were taken up to some extent, at \$2.82½ to \$2.85 per piece; 7 lbs. were in small stock, and there was a moderate demand, prices being firmer than last quoted; the market was bare of 6 lbs. Maddapolams in some inquiry, and stocks light. T-Cloths 5 lbs. and 6 lbs. in good demand, and prices firm; a good business had transpired; 7 lbs. in less active inquiry; 4½ lbs. wanted, and market cleared. Dutch Drills firmer, stock very low; sales had been made at full rates. Grey Yarn No. 40's had been in fair inquiry, and a moderate business had transpired; No. 30's in request, at an improvement on last quotations; the low numbers had been in demand, the stock was low, and holders were firm for higher rates; no sales reported. White Shirtings of the lower and medium qualities had been placed to some extent, and previous rates were well maintained; the finer reeds in moderate inquiry. White Cambrics, No. 24s, of low quality, had met with some demand; No. 15 and 16's were moving off at rather weaker rates; there were heavy stocks in first hands. Figured Shirtings had been quiet, and sales were small. Jaconets neglected. There is not much change to report in Dyed goods; there being still an inquiry for Pink Figured Shirtings. The inquiry for T. R. Cloth had fallen off, and little business had transpired. Prints continued saleable at about previous rates. Sarongs of new designs were selling slowly, with a heavy stock in first hands, which was difficult to move. Batticks quiet. T. R. Handkerchiefs in limited inquiry; T. R. Yarn with a more active inquiry. Woollens: Spanish Stripes quiet; Camlets in limited demand, at a slight advance; Bombazettes in limited inquiry. Metals had been without animation. Iron neglected, and no sales had transpired; quotations nominally unchanged. Yellow Metal Sheathing firm, and the stock in few hands. Lead in demand, and market bare. Gunpowder unsaleable. Coals unchanged; the only transaction had been a sale of Cardiff at \$10 per ton. Canvas of good quality in moderate demand. Provisions and Oilmen's Stores difficult to place. Beer in bulk wanted; a good demand for Bottled Ale and Porter of favourite brands, at fair prices.

STRAITS, CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Limited stocks and supplies had considerably curtailed transactions, and settlements for the American and Californian markets were estimated at about 600 piculs, which had been made at fully the prices last quoted; Holders being very firm and stocks low, no reduction was looked for. The John Norinan and Brilliant were to be despatched for New York, the J. Godfrey has been laid on for the same port. Quotations:—Common, \$19 to 23 per picul; good common, \$24 to 25; medium, \$26 to 28; good medium, \$29 to 32; fine, \$34 to 37; finest, \$38 to 39; choice, \$40 to 42.

SHANGHAI.—Black: There was little to notice under this head, as transactions had been unimportant, and prices continued unaltered. Small supplies had been received from Kiukiang, keeping the stock at nearly 4,000 chests. Settlements for the fortnight, 1,255 chests; Reshipments on owners' account, 325; stock, 12 chops, or 3,980 chests. Quotations (duty paid, exchange for credits, 6 months' sight, at 6s. 0½d. per tael, and freight at £3 sterling per ton): Common Onam 1s. 0½d., common Ningchow 1s. 2d. to 1s. 2½d. Green: Quietness was still the prevailing feature in the market, but owing to a concession on the part of holders, a rather larger business had been done than in the fortnight before. Settlements, which were chiefly for America, had been very irregular, but on the whole we can quote prices of all descriptions about 1 tael lower; this, however, was partly counterbalanced by an advance in exchange. Settlements for the fortnight, 11,909 half-chests; re-shipments on owners' account, nil; stock, 95 chops, or 50,244 half-chests. Quotations (exchange, &c., as above) were as follows:—Fychow and Moyane Gunpowder, 1s. 6d. to 3s. 7d.; Imperial, 1s. 2d. to 2s. 10d.; Young Hyson, 11½d. to 3s. 2d.; Hyson, 1s. 1½d. to 3s. 3d.; Twankay 8½d. to 1s. 6d.

HANKOW.—In the absence of business there is nothing to report. Statistics remained unchanged. Quotations were nominal. Export of Tea from January 1 to Feb. 24, 1869, 277,158 lbs.; from January 1 to Feb. 24, 1868, 251,206 lbs.; from June 1 to Feb. 24, 1869, 45,959,821 lbs.; from June 1 to Feb. 24, 1868, 34,884,479 lbs.; stock, nil.

KIUKIANG.—There had been no arrivals or settlements either of Green or Black, and the only shipments to Shanghai had been a few parcels of the former.

FOOCHOW.—Messrs. Silverlock and Co.'s Circular reports:—Nothing whatever of importance has occurred in our market for tea. Although there is a small quantity still remaining both in foreign merchants' and in Chinamen's hand, it is scarcely probable that another ship will be placed on the berth for London, and in consequence we may consider that the export for the season has ceased. As no business is doing, quotations are

quite nominal, but a few recent settlements show no decline in price since the beginning of February.

AMOI.—A quiet but steady business had been done in Oolongs, some 8,700 packages having found buyers at hardening prices. The stock was reduced to about 12,000 packages, which were firmly held for an advance, and the market closed quiet, buyers showing no disposition to accede to the demands of teamen. The John C. Munro, John Worster, and Ferdinand had sailed for New York, leaving the Auguste Frederich and Albert on the berth. The Gabalva was expected from Foochow to complete her cargo for Boston.

CANTON.—Only one small purchase had been effected during the interval, and the season at this port may be considered closed.

SILK.

YOKOHAMA.—There had been hardly a transaction on the market during the fortnight; 150 bales, chiefly Oshu, were expected to go forward by the steamer, but they were almost exclusively reshipments from other parts of the country. Arrivals had been about 150 bales; the stock was therefore of the same miserable character as before, and as natives had not returned to business since the holidays, there had been no opportunity of ascertaining how far they would reduce their pretensions. Quotations were quite nominal.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s report is as follows:—Business has only been resumed within the last few days, the Chinese having fairly given way to a considerable reduction in prices; the settlements are estimated at 500 bales, including actual purchases, transactions in barter, and shipments for native account, the latter amounting to at least one-fourth of the quantity. A few bales of Chooping's "Choe-y-Wun" have been settled at Tls. 570, so that the decline on chops may be placed at Tls. 20, while for medium and common Tastes Tls. 40 to 50 is readily accepted. In Hainings, No. 2 "Fatmows" have been placed at Tls. 462½, and No. 2 Kahing Taysaams at Tls. 480, both showing about the same reduction. A few of the best re-reeled Hainings have been bought at Tls. 590, being a fall of Tls. 20 on the last sale made, but some of the natives prefer to ship these rather than accept the decline. There are no Organzines now on the market, but a few bales of Trams are held for previous rates.

CANTON.—There had been more inquiry than was expected, considering the very unsatisfactory advices received regarding the London and Continental markets. A moderate business had taken place, but the purchases had, with a few exceptions, been on Indian account, and made at a considerable decline from the quotations previously given; one or two offers, we understand, had been made for Re-reeled Cumchook at \$20 to 30 under quotations, for fairly good quality Silk, but holders were not disposed to accept such reductions. We give the following as the settlements for the fortnight, with quotations:—Tastee, market No. 1, sales 160 bales, at \$480 to 500; Loong Kong, best, sales 30 bales, at \$553; ditto No. 1, sales 20 bales, at \$520; Re-reeled Cumchook, no sales, \$580 to 590.

STRAITS PRODUCE.

SINGAPORE.—Quotations for all the principal staples of export had been very firm, and in some instances an advance had been established. Supplies of most articles had been on a small scale. Gambier had been scarce, and dealers were delivering their contracts very slowly, and refused to make further engagements at the current quotations. A very small business had transpired, the total amount reported being about 150 tons. Black Pepper was difficult to procure; a parcel had been taken up at \$6.60 per picul, and there were buyers at that rate. Dealers were not anxious to sell, as they had still heavy engagements to fulfil. It is reported that the crop is under the average; supplies were coming in slowly. White pepper had been bought at \$12 to \$11.75, and supplies were readily taken up. Tin maintained previous rates, and was in good demand, the market being very firm. Pearl Sago in active inquiry, and transactions to some extent were reported. Sago flour steady at last quotations; several contracts had been made for Singapore flour at \$2.30 per picul. Gum Damar wanted; a parcel being taken up after some competition at \$17 per picul. Gutta Percha had advanced considerably, and there was an active demand for the best qualities. Hides in fair inquiry at previous rates. Horns wanted, and prices firm. Rattans in good demand, and supplies eagerly bought at full rates. Cloves scarce and wanted. Coffee unchanged; transactions had been trifling. Rice rather weaker, and heavy supplies expected.

EXPORT OF TEA AND SILK, SEASON 1868-69. TO GREAT BRITAIN.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SIL Total Bales & Cases
From June 1, 1868, to Feb. 28, 1869.....	731407	68689159	53399568	...	15790745	138610879	65717
Corresponding period last season.....	1069770	53621158	44695699	...	13296367	112672994	46738

Shipments Since;

Feb. 25 per Henry Grenfell	From Foochow	...	492,311*
— 26 ... Camboge (ml. str.)	... Shanghai, &c.	...	47*

* Included in above totals.

TO UNITED STATES.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Pols.
From June 1, 1868, to Feb. 28, 1869.....	...	...	...	...	...	35218570	1483
Corresponding period last season.....	...	...	...	...	...	32237424	1173

Shipments Since;

Feb. 19 per Ferdinand	From Amoy	...	458,048*
— ... J. C. Munro	... Do.	...	694,416*
— 20 ... Costa Rica (str.)	... Shanghai	...	1,933*
— 24 ... John Worster	... Amoy	...	675,510*
— 27 ... Gabalva	... Foochow	...	453,718*

* Included in above totals.

TO THE CONTINENT.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Bales.
From June 1, 1868, to Feb. 28, 1869.....	...	...	...	...	...	4096129	—
Corresponding period last season.....	...	...	...	...	...	1425466	—

Shipments Since; None.

TO AUSTRALIA.

From June 1, 1868, to Feb. 28, 1869	...	...	16,687,239 lbs.
Corresponding period last year	...	...	11,981,083

Shipments Since;

Feb. 24 per Thos. Edwards	From Foochow	...	187,372*
— ... Metaros	... Do.	...	280,698*
— ... Lucy Belmore	... Do.	...	241,700*

* Included in above totals.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. a. ...	4s. 5½d.	4s. 6d.	4s. 6d.
Higo & Osaka " ...	—	4s. 5d.	4s. 5d.
Shanghai " " ...	5s. 11½d.	6s. 0½d.	6s. 0½d.
Canton " " ...	4s. 5½d.	4s. 5½d.	4s. 5½d.
Hong Kong " " ...	4s. 5½d.	4s. 5½d.	4s. 5½d.
Macao " " ...	4s. 5½d.	4s. 5½d.	4s. 5½d.
Singapore " " ...	4s. 5½d.	4s. 5½d.	4s. 5½d.
Manila " " ...	4s. 5½d.	4s. 5½d.	4s. 5½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India ...	299½ to 300	221
" Hong Kong ...	2½ to 26 dia.	—
Bar silver ...	111-0	10 prem.
Mexican dollars ...	75-10	½ prem.

Bous, at Yokohama, 338 to 342 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 12; Old, 37 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 15; Old, 8 per cent. discount.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

Exchange.—A decline in Sterling Exchange of from one to one and a-half per cent. has taken place since the departure of the last mail. Shipments of treasure (in all about £230,000) have arrived per Guinevere, Black Prince, and Ziba, which fact taken in conjunction with the decrease of exports at the close of the Tea season has at last somewhat affected this market. The demand for remittance has not, however, been large during the past fortnight. The estimated amount of business by the present opportunity is about £230,000, say, £100,000 Bank Bill, and £130,000 private paper, and three lakhs rupees.

Bullion.—No Bar Silver has been received since the departure of last mail, and no transactions are reported. The price is entirely nominal, say 10 per cent. premium. No business has been doing in Sycee, and the nominal quotation may be put at 8 per cent. premium, although sales have been effected by natives at considerably lower rates.

Shares.—A fair business has been doing in shares during the past fortnight. In old Bank a few transactions have taken place at 26 to 28½ premium, but to-day's rate is 27, at which the market is very firm, about 160 shares have changed hands. New shares have advanced, and are to-day quotable at 12 per cent. premium. A large business has been done, including about 1,200 shares, at rates ranging from 11 to 14 per cent. premium, the latter rate for a parcel deliverable the last of June. The market closes very firm, at quotations given below. Sales of Union Dock have been effected at 40 discount, a decline of 12 per cent. since last advices. In Steamboat a fair business has been in progress, and about 500 shares have changed hands, at from 1 discount to par. There are buyers at close at par, but sellers are demanding a premium. Hotel have been dealt in, to a small extent, at 50 and 60 per cent. discount, and the latter is the closing rate. The rate for Hong Kong Fire has advanced, and there are buyers at quotations given below, with few, if any, sellers. Early in the fortnight a small parcel was placed at 65 dols. premium, subsequently they were done at 70 dols., and latterly about 15 shares changed hands at 80 dols. premium. China Traders are in demand, but no sellers under 560 dols. premium. In other shares there is nothing to report.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, Feb. 18, Engel.

At SHANGHAI.—From London, Feb. 23, Titania.

At HONG KONG and CANTON.—From London, March 1, Guinevere; 4, Black Prince, from Liverpool; 2, Achilles (str.), 5, Juno; from Bergen, 7, George Becker; from Callao, Feb. 26, Charlotte; March 7, Amaranth.

At MANILA.—From Hamburg, Feb. 23, Valadora.

At SINGAPORE.—From Cardiff, March 14, Nestor (str.); from Newport, 2, Favourite; from Bourbon, 14, Frederick.

At PENANG.—From Cardiff, March 9, Andreas.

DEPARTURES.

From SHANGHAI.—For London, Feb. 19, Assyrian.

From FOOCHOW.—For London, Feb. 25, Henry Grenfell.

From HONG KONG and CANTON.—For Havana, Feb. 27, Chine and Havanne.

From MANILA.—For London, March 2, Lloret; for Cadiz, Feb. 24, Reina de los Angeles, Concepcion; for New York, Feb. 19, Nellie Chapin, White Swallow.

From SINGAPORE.—For London, March 2, Lammermuir; 12, Carrick Castle; for Liverpool, 14, Alpha, for New York, 15, Ortelius.

From PENANG.—For London, March 12, Aldourie.

VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite; for New York, John Norman, Brilliant, Godfrey.

At SHANGHAI.—For New York, Monkchester, Annie Bragington (full).

At AMOY.—For New York, Auguste Frederick, Albert.

At MANILA.—For London, Sarah Scott, The Sir Jamsetjee Family, Henry Havelock; for Liverpool, Estrella, Olanco; for Falmouth, Clasy; for Cadiz, Ereilla; for New York, Harriot Erving, Agra, Golden Fleece, Bengal; for Boston, Mullah.

At SINGAPORE.—For Liverpool, Alpha; for New York, Ortelius, Syedpolen.

At PENANG.—For London, Flatworth, Vanguard, Ulva; for Falmouth, Ilmaria; for Bourbon, Alert.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4; to New York, £2 15s. to £3 per ton.

At SHANGHAI.—A fair demand exists in tonnage for coasting. To London there is no vessel on the berth; for New York the rate is unchanged.

At FOCHOW.—No vessel on the berth, and no inquiry for tonnage.

At HONG KONG AND CANTON.—For the coast there is a better demand. Home rates remain firm. Three charters have been effected, via Bangkok, at £3 10s. to £3 11s. 6d. per ton.

At MANILA tonnage is still scarce, and the demand continues good; vessels that arrive seeking are likely to find profitable employment. The Cisay (Brit.) 649 tons, is fixed for the U. K. with wet sugar at £4 per ton.

At SINGAPORE vessels are wanted to load home direct, and via the rice ports; rates vary from £2 15s. to £3 5s. per ton.

PENANG.—For London the Flatworth is on the berth at £3 5s. to £3 10s. for tin, £3 10s. sugar, catch £4.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 16	Malvina Vidal	Bangkok	Channel
" 17	Finzel	Bangkok	Falmouth
" 18	Lizzy	Cardiff	Singapore
"	Evangeline	Saigon	Falmouth
"	Dundonald	Shanghai	London
"	Corsair	Shanghai	London
"	Argo	Singapore	London
"	Otto and Antonio	Saigon	Falmouth
"	Magnet	Hong Kong	New York
" 19	Lloyds	Shanghai	New York
" 21	Eureka	Bangkok	Europe
"	St. Croix	Saigon	Falmouth
" 22	Caroline	Hong Kong	New York
" 23	Nina	Manila	New York
"	Loudoun Castle	Shanghai	London
"	Meticara	Saigon	Cork
" 24	Fair Leader	Whampoa	London
"	Edith Banfield	Bangkok	London
"	Costa Rica	Foochow	London
" 25	Chaturanga	Cardiff	Singapore
"	Joseph Holmes	Cardiff	Batavia
"	Nicot	Amsterdam	Singapore
"	Van der Palm	Amsterdam	Singapore
"	Amie	Shanghai	New York
"	Alcyone	Yokohama	New York
" 26	Aurora	Manila	London
" 27	Merse	Singapore	London
" 28	Whitehall	Bangkok	Falmouth
"	Queen's Own	Shanghai	New York
"	Corypheus	Singapore	London
"	Malvina	Bangkok	Falmouth
March 1	Chanticleer	Foochow	London
"	Lytleton	Hong Kong	Melbourne
"	Kate Carnie	Singapore	Liverpool
" 2	Sarah Nicholson	Hong Kong	Cork
"	St. Diomed	Singapore	London
" 3	John C. Munroe	Amoy	New York
" 4	Doelwyk	Batavia	Rotterdam

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 17th inst., was in gold to Bombay, £93,800; to Madras, £20,716; to Calcutta, £3,200; in silver, to Bombay, £77,400; to Singapore, £34,891; to Hong Kong, £26,292; to Shanghai, £2,150; total, in gold, £117,716; in silver, £258,449.

With reference to the Hong Kong and Shanghai Banking Corporation it is notified that, in accordance with a resolution passed at the general meeting of shareholders held at Hong Kong on the 15th of February, a call was made of 25 dols. per share on the new shares of the corporation, and will be payable on the 1st of July next, upon all new shares registered in London, at the rate of 4s. 6d. per dollar, being equal to £5 12s. 6d. per share. The remaining unpaid capital will be called up at the following dates, viz.:—1st July, 1870, a call of 25 dols., or £5 12s. 6d. per share; 1st January, 1872, a call of 25 dols., or £5 12s. 6d. per share; 1st January, 1873, a call of 25 dols., or £5 12s. 6d. per share.

SHIPPING.

ARRIVALS NOT IN THE TABLE.—April 9, off the Wight, from Padang, for Amsterdam, Luctor and Emergo; 14, at London, from Ceylon, Bacchante; at Queenstown, from Yloilo, San Fernando; 15, at Falmouth, from Bangkok, Claverhouse; from Saigon, Mikado; in the Downs, from Manila, Eden; from Rangoon, Avon; 18, at Brouwers-

haven, from Batavia, Adriana Petronella; from Rangoon, Sydenham; April 12, at Texel, from Tjilatjap, Gelderland; 11, at Havana, from Macao, Lucie; 14, at Glasgow, from Singapore, Kinfauns Castle; 15, at Falmouth, from Foochow, for Hamburg, S'kjold; from Bangkok, Annie Grey; Timour, from Yloilo, Peru; —, at Milford, from Akyab, Duke of Northumberland; 15, at Liverpool, from Zebu, Carmencita; 14, at Texel, from Batavia, Louise; 16, at Deal, from Shanghai, Harlaw; Elmstone; from Maulmain, George Peabody; from Macao, Kelso; 15, off Dungeness, from Java, for Amsterdam, Sindbad; —, at Cowes, from Maulmain, William; 16, at Plymouth, from Batavia, Johannes Lodewyk; 14, off the Eddystone, from Sourabaya, for Rtdm., Maria and Elizabeth; 16, at Liverpool, from Yloilo, Juliana; 15, at Queenstown, from Manila, Lord of the Isles; from Akyab, Chancellor; at Havre, from Bangkok, Kronprinzessen; —, at Belle Isle, from Bangkok, Victory; 5, at New York, from Hong Kong, Bertha, Nuova Santa Anna; 6, from Manila, Galatea, Anna; 17, at Deal, from China, Roslin Castle; 15, at Brouwershaven, from Banjoewangie, Huydecooper; 17, at London, from Manila, Serafin; at Falmouth, from Bangkok, Lord Raglan, Venus.

DEPARTURES.—April 14, from London, for Shanghai, Pegagus; from Rotterdam, for Batavia, Concurrent; 10, from Cardiff, for Manila, Catalina; 12, from Shields, for Shanghai, Killarney; 2, from Penarth, for Manila, Asteria; April 15, from London, for Colombo, Passover; 12, from Cardiff, for Philippine Islands, Isabella; 14, from Swansea, for Singapore, Oliver Cromwell; 16, from London, for Hong Kong, Neville; 17, for Yokohama, Georges; for Shanghai, Albuera; 6, from San Francisco, for Manila, Fleetwing; 1, for Hong Kong, Akbar.

LAID ON.—At Liverpool, for Singapore, Penrith; at London, for Hong Kong, Star of the North, River Eden; for Hong Kong, Amoy, and Foochow, Eastern Star; at Liverpool, for Yokohama, Grenadier; for Hong Kong, Petchele; for Manila, Juliana.

SPOKEN.—Japan (str.), San Francisco to Yokohama, March 4; China (str.), San Francisco to Yokohama, March 17; Anne, Manila to New York, Jan. 2, 9 S., 98 E.; Amazon, Batavia to Amsterdam, Jan. 30, lat. 34, lon. 29; Constanza (N. Ger. barq.), Batavia to Amsterdam, Feb. 7, lat. 30, lon. 10; Eleanor, London to Singapore, Feb. 22, 21 S., 25 W.; Perseveranza, Liverpool (t) to Shanghai, March 1, 2 S., 22 W.; John Lidgett, Hong Kong to London, Jan. 4, 24 S., 59 E.; Asteroid, for Manila, April 8, off the Smalls; Juliana, Yloilo to Liverpool, March 9, 4 N., 21 W.; Renown, Southampton to Japan, March 4, 2 S., 22 W.; Lyndock, Manila to Queenstown, Jan. 28, 30 S., 37 E.; Berwick Castle, Singapore to Liverpool, Feb. 24, 9 S., 12 W.; Sunnyside, Colombo to New York, Feb. 23, 11 S., 11 W.; Cholula, Colombo to London, March 13, 8 S., 1 W.; Pepita, London to Manila, March 6, 2 S. 19 W.; Aldebaran, Sourabaya to Amsterdam, March 11, 4 N., 24 W.; Henrich, Hamburg to Japan, Feb. 29 (t), 2 N., 21 W.; Macedonia, Nagasaki to London, 80 days out, Feb. 21, 15 S., 6 W.; Lord Raglan, Rangoon to Falmouth, Dec. 31, in Straits of Sunda; Alexandrina, Japan to New York, Jan. 5, 9 S., 105 E.; Ouderkirk (t), Batavia to Amsterdam, Feb. 17, off Cape of Good Hope; Hammonia, Hamburg to Shanghai, April 13, 49 N., 19 W.; Asterion (barq.), Sunderland to Singapore, Mar. 15, 6 N., 23 W.; Catherine Elisabeth, Amsterdam to Sourabaya, Mar. 7, 1 N., 20 W.; La Plata, Bangkok to Belle Isle, March 10, 16 S., 5 W.; West Australian, Bangkok to Falmouth, Mar. 23, 1 N., 23 W.; George Avery, Shields to Hong Kong, March 23, 1 N., 23 W.; Psyche, Bangkok to Queenstown, Mar. 25, 3 N., 23 W.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AITKEN—On the 3rd March, at her residence, Queen's-road, Hong Kong, the wife of A. G. Aitken, Esq., of a son.
BATEMAN—On the 23rd Feb., at Bangkok, Siam, Mrs. S. Bateman, of a daughter.
GWYNNE—On the 6th April, at Meadowcroft, Lower Sydenham, the wife of J. Howard Gwyther, Esq., of a son.
HADLOW—On the 12th April, at Aspley Guise, Woburn, Beds, the wife of Capt. F. E. Hadlow, Royal Artillery, of a son.
HOLT—On the 13th April, at Queenswood, near Eltham, Kent, the wife of Vesey W. Holt, Esq., of a daughter.
JARDINE—On the 28th March, at Queen's-road, Peckham, the wife of Allan Jardine, of a son.
KING—On the 20th March, at Princess Villa, Blahopston, the wife of George King, of a daughter.
NEWMAN—On the 27th March, the wife of Francis Newman, Esq., of Colombo, Ceylon, of a daughter.
PHIPPS—On the 9th March, at Malacca, the wife of Mr. A. G. Phipps, of a daughter.
ROBERTS—On the 23rd March, the wife of W. H. Roberts, Esq., of the P. and O.S.N. Company, of a son.
WEYMOUTH—On the 23rd Feb., at Shanghai, the wife of Mr. Weymouth, of a son.

MARRIAGES.

BRADLEY—GRANT.—On the 16th March, at St. Paul's Church, Valetta, Malta, by the Ven. Archdeacon Dr. Cleugh, Benjamin S. Bradley, Esq., Navigating Lieut. R.N., youngest son of Commander W. S. Bradley, R.N., to Mary Jane, second daughter of the late George Grant, Esq., of Malta. No cards.
DAVISON—BELL.—On the 8th April, at Hare-court Chapel, Highbury, by the Rev. Alexander Raleigh, D.D., William D. Davison, of the P. and O.S.N. Co.'s service, eldest son of Robert Davison, Esq. C.E., to Mary, fifth daughter of Thomas Bell, Esq., of Ballywillan House, Highbury New-park, London.
GRAHAM—CREASY.—On the 18th March, at Point de Galle, Ceylon, by the Rev. Dr. Schroder, Capt. D. D. Graham to Fanny, only surviving daughter of the late George Creasy, of Brighton.
HITCHCOCK—COLLIER.—On the 22nd March, at St. Louis, U.S.A., Ethan A. Hitchcock to Margaret, daughter of the late George Collier.

DEATHS.

CAMPBELL—On the 3rd March, at Singapore, A. D. Campbell, Esq., aged 29.
CURTIS—On the 4th March, from the effects of a fall from his horse, Lieut.-Colonel John Lloyd Curtis, of H.M.'s 8th Regiment Madras Native Infantry, aged 59 years.
GUNDY—On the 19th Jan., at Toronto, Canada, Alfred Andrew Gundry, late of Shanghai.
HARRINGTON—On the 28th March, at 249, Brompton-road, Esther Modena, relict of the late George Harrington, Esq., aged 102.
KING—On the 12th March, on board the *Nubia*, s.s., while proceeding from Calcutta to Suez, en route for England, Capt. F. D. King, of No. 1, Carnarvon Villas, Forest-lane, E., aged 47.
LUKIN—On the 5th March, at Aden, on board the P. and O. steamship *Mooltan*, Mabel Rosa, infant daughter of Col. Charles Lukin, Madras Infantry.
MOOR—On the 26th Feb., at Hong Kong, Anna Maria Moor, aged 86.
PALLONJEE—On the 3rd March, at Bombay, the wife of Mr. Jamshedjee Pallonjee, of 21, Great St. Helen's, London, aged 30.
WALTERS—On the 22nd Feb., at Shanghai, Theodore Walters, a native of Bristol.

Foreign Intelligence.

FRANCE.

RECEPTION AND BALL AT THE CHINESE EMBASSY.

(FROM OUR OWN CORRESPONDENT.)

Mr. and Mrs. Burlingame gave their first grand party on Wednesday evening, and achieved one of the successes of the season, which is not saying a little, in respect where successful parties are as common as butterflies in summer. The house occupied by the Embassy is a very fine one, with one side in the avenue of the Champ Elysées, and famous as the residence of the *diva* Patti, who occupied the principal floor. Three floors were thrown open, and during a portion of the evening nearly every room was crowded. There must have been seven or eight hundred persons, if not more, present. Of course the proportion of Americans was large, but France and England were well represented. Amongst the diplomatic corps we noticed Lord Lyons and the Turkish Ambassador. The Imperial Court was represented by the First Chamberlain of the Emperor, and several other gentlemen.

As to the ladies, as the French comic song says—"It was complete bouquet of flowers." The young American ladies always make a grand show, and they were in strong force, but they were not without rivals, and powerful ones too—Gallic and Britannic; and with respect to dress each fair one was more brilliant, if possible, than her neighbour. There was a good sprinkling of literature and art in the rooms, Gudin and Gustave Doré, Arsenne Houzaye, and many other French literati, and most of the English journalists in Paris. The entertainment was in truth a great success. Mr. and Mrs. Burlingame have acquired a decided reputation for urbanity, and the entertainment which they presented to their numerous visitors was as elegant as it was liberal. But the great attraction of the evening was of course the Chinese, who came out in full force; the first of the Ambassadors, not speaking French or English, could not enter into the conversation, but he bustled about briskly all the evening, followed by a younger member of the Embassy, and seemed to be keeping an eye upon everything. As to the young diplomats, they were gaiety itself; one or two spoke English perfectly, and a little French, and they seemed as much at home as if they had moved in European society for years.

Of course entertainments like this are no more than a mere ballet compared with the main feature of a performance; but seeing that our Chinese friends are so ready to enjoy themselves, it is to be hoped that when they return to England they will have full opportunities of witnessing not only the solid magnificence of English society, but the hearty good fellowship of the English people, and thus be the means of paving the way for a closer and heartier intimacy than has yet occurred between two nations who have a good deal in common.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 9.

From the accounts just made up of the receipts of the Zollverein for the year 1868, and already transmitted to the respective Governments, there is an apparent increase of 3,123,776 dols., the revenue showing a total of 27,293,800 dols. for import duties, and 20,725 dols. on exports, together 27,319,525 dols., against 24,195,749 dols. in 1867. But on the other hand, it must not be lost sight of that 1,485,910 dols. were raised in Schleswig Holstein, Lauenburg, Mecklenburgh, Lubeck, and the rural territory of Hamburg, all of which figure for the first time in the Zollverein accounts, having only joined the Customs' Union last year; and further, that among the receipts is the sum of 1,824,000 dols., being the duty (2d. per cwt.) on 912,000 centners of salt imported from abroad in 1868. Taking all this into consideration, there is a real deficit of 186,000 dols., as compared with the previous year. In looking at the different items there is a deficiency of 897,668 dols. on raw tobacco; of which 224,417 centners less were imported in 1868; but on the other hand duty was paid on 6,483 centners of wine, and 294,451 centners of raw iron more than in 1867. The division is as follows: Prussia and the other States of the North German Confederation, 23,512,292 dols., or 86.1 per cent.; Luxemburg, 211,851 dols., or 0.8 per cent.; Bavaria, 1,407,199 dols., or 5.2 per cent.; Wurtemberg, 574,814 dols., or 2.1 per cent.; Baden, 1,165,205 dols., or 4.2 per cent.; and Hesse Darmstadt (south of the Maine), 448,163 dols., or 1.6 per cent. The population of the Zollverein participating in the revenues is 37,849,048, so that the gross amount is 21 groschen 8 pfennings per head. The expenses amounted to 3,544,785 dols., or nearly 13 per cent. of the gross receipts, which shows a surplus of 410,709 dols. over 1867.

The necessity for a *rapprochement* between the North and South of Germany is becoming more apparent every day, and steps have already been taken with regard to the more material points of coinage and currency. Baden sees the impossibility of maintaining any longer her cumbersome mode of keeping accounts in florins and kreutzers, and is now negotiating with Prussia to join the North German system of thalers and groschen. As soon as the Convention is concluded, Hesse Darmstadt will follow for its Southern half, the Northern part, beyond the river Maine, forming already an integral part of the North German Confederation. When this is completed, Bavaria and Wur-

temburg will stand isolated in their monetary system, and must sooner or later join the rest of Germany.

At the instance of Saxony, a Bill has been introduced for the approval of the Federal Parliament, to establish a Supreme Court of Appeal for mercantile affairs, to decide appeals from the decisions of the different local tribunals of commerce in the Confederation—the seat to be at Leipzig. Great opposition is offered to the project by the seaport towns, and especially Hamburg and Bremen, on the not altogether unfounded ground that as the greater part of the disputes brought before the commercial tribunals have reference to shipping, freights, bottomry, salvage, and marine insurances, it is not to be expected that judges sitting in conclave at an inland city like Leipzig, and never having seen the sea or a sea-going vessel, can have any clear conception of the *pros* and *cons* of a case where technical knowledge is absolutely required, and where it would be impossible to find experts that might be examined as to the usances in practice.

Count von Bismark has laid before the Federal Council the draft of a Bill for collecting under one department all stamps used for bills, drafts, and promissory notes issued either at home or abroad and circulating in North Germany, and placing the amount thus raised to the credit of the Federal finances. This measure, if carried out, cannot but be highly injurious to Hamburg and Bremen, where bill stamps are issued by the local Governments, and a strenuous opposition will be offered when brought before the Federal Parliament. Whilst the two Hanseatic cities are left to bear on their own shoulders the whole charge of lighting, dredging, and buoying the channel and approaches of the Elbe and the Weser, as well as the quarantine and pilot establishments and the management of the river police, it does seem hard to deprive them of any source of revenue derived from the operations of trade. To show your readers the extent of the loss that would be suffered by Hamburg, I may here state that the bill stamps raised here last year produced a net revenue of 530,412 marks currency, and all stamps together 1,346,530 marks currency, or about £300,000. As according to the present trade of North Germany the produce of the proposed new Federal stamp law would probably not exceed a million of dollars, and Hamburg participate in it in the usual way of the number of inhabitants, she would not get back more than 10,000 dols., by which a dreadful loss must be incurred. The Bill proposes one uniform rate of a half per mille on all bills and other negotiable paper, even cheques on local bankers, for all sums, without any exception. Hitherto drafts under 50 dols. and local cheques for any amount were exempted from the stamp tax. If the proposed measure becomes the law of the land it cannot fail to interfere most materially with the free circulation of money, and place a restrictive bar on advances, loans, and discounting operations.

The North German corvette *Arcona* is to be commissioned next month with orders to join the corvette *Medusa* on the East Asiatic station, which is officially described as extending from the Straits of Singapore to the Kurile Islands. On her arrival out, the *Medusa* will be placed under the command of the *Arcona*.

COMMERCIAL.

In spite of the Easter holidays the markets have been very lively, and the prices of many articles are higher. The late rise in *Cassia Ligna* is fully established, the 4,000 chests per Excelsior direct having been all taken at 13½ to 13¾ sch. beco. Mace has risen in value, and some parcels were taken at 28 sch. beco. Cloves in demand, and 6 sch. beco. paid for Amboyna. Pepper firm, with a rising tendency; Singapore commands 4½ sch. beco. There is a lively demand for Starannis, and the 185 chests lately to hand per clipper were all taken at full prices. Cleaned rice moves off quietly at full rates. A cargo of rough Saigon (49,000 bags per Otto and Antonio), shortly expected, has been sold to the millers for arrival at secret prices. In teas the market is inactive, but prices are steady; yesterday 200 chests of Kaisow Congou were taken. After a pause during the holidays spelter is again in favour, 7,000 centners having been taken at 14 marks banco, partly in loco, and part for delivery, since which 500 centners were sold at 14.2 sch.

SHIPPING INTELLIGENCE.

ARRIVED.—Varuna, from Singapore; Excelsior, from Macao; Alexander, from Foochow.

SAILED.—Ida, to Nicolayefsk; G. F. Vorwerk, to Singapore; Hammonia, to Shanghai.

LOADING AT HAMBURG.—For Singapore and Penang, Tong; for Manila, Lola; for Hong Kong, Marie Louise Antoinette, Kati; for Macassar and Hong Kong, Persia; for Shanghai, Quaymas, Susanne, Gustaf.

The Hamburg three-masted schooner Hainan, last from China, has been sold by public auction to Messrs. P. and H. Lohmann, of Kiel, for 17,200 marks banco.

SHIPPING AT BREMERHAVEN.—Arrived: Orion, from Bangkok (5,524 bags rice, 495 pieces sapanwood).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 9.

The Minister of the Colonial Department has laid before Parliament the "Agrarian Bill," in which measures of the greatest importance to India are proposed. The Minister brings forward for consideration a proposal to lease land in India at quit-rents for periods not longer than seventy-five years, and this without interfering with the rights of the natives in the slightest degree.

A curious story is going the round of the papers with regard to a festival given by the Governor-General to some Indian princes, to whom he spoke on religious topics—"the expiatory sacrifices of Christ," and so on. The *Nieuwe Amsterdamsche Courant*, a moderate Conservative paper, says that if this story agrees with the truth, the

Governor-General ought to be recalled, because he imperils our authority by offending Mahomedan princes. At the same time it is stated by the Conservative press that Mr. Hasselman, the former Minister to the Colonial Department, has proposed to the Ministerial Council of recall Mr. Myer. The proposal, however, was withdrawn on the motion of one of the Ministers.

It is said that the Minister of the Financial Department will shortly introduce a Bill to establish a uniform letter post of five cents. The Conservative papers use this as a pretext to persuade the members of the First Chamber—who met some days ago for the despatch of business—that they will be obliged to throw out the Stamp Duty Bill. I do not think, however, that their arguments will be of much influence. Probably the fate of this important Bill will be known to-morrow, and then the Lords will proceed with the India Railway Bill, about which a most important brochure has been published by Mr. van Nierop, a former M.P. The author, who is a very clever lawyer, is of opinion that the First Chamber will not approve of the measure. It is much to be regretted that Mr. van Nierop did not publish his pamphlet at the time when the Second Chamber discussed the Bill. The First Chamber not having the right of amending, the Lords, of course, can only approve or reject any measure as a whole.

Another important Bill has been laid before the members of the Second Chamber, viz., that regulating academical instruction. The Government intends to maintain the universities at Leyden, Groningen, and Utrecht, for which purpose the expenses are proposed to be increased from 320,000*fl.* to 580,000*fl.*

The result of the election for the district of Zuid Horn was not satisfactory. Of the 1,365 electors only 532 voted, Mr. N. Olivier obtaining 197 votes, Jhr. C. de Wendt, Alberda van Ekenstein, and H. W. Wierda each 115 votes. A re-election must therefore take place between these three Liberal candidates.

A large East Indiaman was launched some days ago from the yard of Mr. J. Smit, at Slikkerveer. It is named *Voorlichter*, and is of 2,080 tons burthen.

ROTTERDAM, April 14.

The First Chamber has approved of the Bill abolishing the stamp duty on newspapers and other printed matter. This Bill will be brought into operation on the 1st of July. The Lords have also passed the India Railway Bill by a majority of eleven votes, which will no doubt create a very good impression in India. Some days ago gold medals were presented to the ex-Ministers, Heemskerk and Count van Zuylen. The money for their purchase was subscribed by five hundred Conservatives. Yesterday the man-of-war *Nis Sin*, a beautiful steamer, was launched from the yard of Messrs. C. Gips and Son. It is built for account of the Mikado of Japan. Mr. Vroom, the second mate of the *Kay-o-Mar*, has been appointed commander for two years.

Mr. C. J. M. Nagtglas has been appointed Governor of the Dutch colonies on the coast of Guinea. A subscription has been opened on behalf of the sufferers in the recent fire at the Cape of Good Hope. Only a trifling sum has been collected up to the present time. Mr. Lith de Jeude, M.P., has resigned. It is said that Mr. Caron Mackay will be elected in his place. The first flower shows of this season have been opened at the Hague and at Amsterdam.

A very firm tone prevails in the colonial markets. Coffee is very active, in consequence of the Trading Company having bought 50,000 b. Rio and Santos in Hamburg. These quantities will not be brought into the market before August. The prices are becoming daily higher. Tea is very firm; but since the last private auction there have been no transactions. Sugar and tin are dull. The Trading Company held auctions last week of rattans, hides, and gutta percha, and several parcels Java tobacco were sold by private subscription. The prices for Manila tobacco are very firm, because nothing transpired about new shipments.

COMMERCIAL INTELLIGENCE.

COFFEE.—The market continued to improve. There is a lively demand, and holders decline to operate without a further advance. The transactions include 4,900 b. Java, ex Nederland, which were sold at 39½ to 40c.; 300 b. Macassar, ex Timor, at 35 to 37c.; 965 b. Java, ex Krimpen, a. d. Lek, at 40c. to 48½c.; 830 b. Padang, ex Julie, at 41c. to 44c.; 200 b. Macassar, ex Maria Adriana, at 39c.; 1,500 b. Java, ex Jason, at 38c.; 2,000 b. Pamanoecken, ex Jason, at 42½c. In private auction were sold 1,330 b. Java, ex Krimpen a. d. Lek. The stock amounts to 565,500 b., of which 386,900 b. are unsold.

SUGAR.—There is an animated demand for raw Sugar, but, holders declining to operate at present quotations, transactions are small. Floating cargoes are offered at 2*fl.* to 2½*fl.* above the March prices, but these prices cannot be obtained for parcels on the spot. The following lots have been sold: 175 mats Batavia, ex Noach II.; 454 mats Sourabaya, ex County of Argyle, No. 13½, at 37*fl.*; 147 mats Samarang, ex Twee Gezusters, No. 14½; 1,444 mats Sourabaya, ex Birma, No. 12½; 855 mats Cheribon, ex Ludwig; 1,845 Probolinggo, ex Hebe; 1,323 mats do., for Admiraal de Winter; 1,060 mats do., ex D. H. Watjen. The unsold stock of the Trading Company was, on the 1st inst., 61,672 mats; and the private stock, 6,927 mats.

RICE.—The market is dull, but steady. 4,338 b. Java, ex Bremen, sold at 7½*fl.*; 1,834 b. do., ex Emilie. 14,515 mats Saigon sold in auction at 6½*fl.*

SPICES.—The market is firm, but without transactions of importance. The unsold stock was on the 1st inst. 923 casks Nutmegs, 275 casks Mace; and the stock on warrants 3,395 casks Nutmegs, 388 do. Mace, 2,743 casks Cloves, 163 b. Cinnamon, and 1,156 b. Pepper.

TEA.—The market is very firm, but inactive, in waiting for the cargo of China tea, ex Albio, to be sold on the 7th in public auction. The result of the last Trading Company's auction, at which 8459/4 563/8, 370/12 and 19/16 chests Java were offered, was satisfactory.

JAVA TOBACCO.—There are no transactions to report. The stock is 6,142 balcs.

INDIGO.—Owing to the absence of stocks no business has been done; the markets, however, remain very firm.

TIN.—The result of the Trading Company's auction, held on the 1st inst., was most satisfactory. Not only was the whole quantity sold,

but the orders will be deducted with 31 per cent. The 49,447 slabs Banca were sold at 82½*fl.*, and the 740 slabs Billiton at 82½*fl.* Since the auction there has been an animated demand, with transactions at 85½*fl.*, and for delivery out of the forthcoming auction at 86½*fl.*; Billiton on spot and floating, 85*fl.*

SHIPPING.

ARRIVALS.—March 21, at Brouwershaven, from Sourabaya, County of Argyle; 24, at Brouwershaven, from Batavia, Kosmopoliet I.; April 2, Europa, Isaac da Costa; 5, at Texel, from Batavia, Ragna.

DEPARTURES.—March 21, from Brouwershaven, for Batavia, Jorgen Lorentzen, Kortenaar, Helena; for Singapore, Henriette Elisabeth Susanne; from Texel, for Samarang, Friso; 23, from Brouwershaven, for Batavia, Julie; 31, Antje; April 1, Anna; March 23, from Texel, for Padang, Maria; for Sourabaya, Twee Cornelissen (via Newcastle); 31, for Batavia, Nieuwe Waterweg; April 1, for Sourabaya, Koning Willem II.; for Nagasaki, Professor Suringar.

PASSENGERS INWARD.—From Java, per Maria Sarah, Mr. E. M. Coerle and family; per Kosmopoliet, Mrs. Ondaatje and family, Baumgard and family, Gildemeester, Mrs. van Beveren and family, Dolder and children, Kist and family.

PASSENGERS OUTWARD.—For Java, per Nieuwe Waterweg, Mr. C. L. Salomons and family.

ARRIVALS.—April 9, at Texel, from Passaroeng, Slidrecht; 12, from Banjoewangie, Alcyone; from Tjilatjap, Gelderland; 6, from Batavia, Ragna; 7, from Batavia, Johanna, Estafette; from Banjoewangie, Zeebloem.

DEPARTURES.—April 9, from Brouwershaven, for Batavia, Grootmeester National; 8, from Texel, for Batavia, Mentor; for Macassar, Elizabeth and Jacoba; for the Cape of Good Hope, Wildemin; 9, from Zierikzee, for Batavia, Burgomeester Hafman, Concurrent.

PASSENGERS OUTWARD.—Per Grootmeester Nationaal, Mrs. G. H. F. Bodenstaff, W. J. Steinmetz, J. A. van Ameyden van Duym.

UNITED STATES.

NEW YORK MARKETS.

TEA.

The total receipts of Tea from China and Japan in the United States from the 1st January to the 24th March, 1869, were as follows:—Greens, 8,636,120 lbs.; Japans, 2,625,967 lbs.; Souchongs, 694,018 lbs.; Oolongs, 1,713,413 lbs.; other sorts, 204,500 lbs.; total, 13,874,018 lbs. The stock on the 1st January was 9,577,014 lbs.; which, added to the above total, gives a result of 23,451,032 lbs. Subtracting from this total the exports from 1st January to the 24th March, 761,728 lbs., and the withdrawals for home consumption during that period 11,206,094 lbs., there remains a total of 11,483,210 lbs., representing the stock on the last-named date. The receipts from March 9th to March 24th amounted to 4,363,185 lbs., the withdrawals for home consumption to 1,581,427 lbs., and the exports to 315,173 lbs.

The following is from Messrs. Beebe and Brothers' Circular:—Since the date of our last the demand for tea has been less active, and business moderate, except in Greens, with a tendency in prices adverse to the interests of holders. Sales of 17,300 half-chests green are reported, at an average decline of 2c. to 3c. on late quotations. The market closes, however, with rather more firmness in tone, and an increased disposition to operate at current rates on the part of the trade. 7,000 half-chests Japan have also found buyers, at some decline upon rates realised earlier in the month.

The transactions in Oolong comprise sales of 800 half-chests old crop and 3,921 half-chests new crop, ex Camilla, on private terms, and 4,700 half-chests of the Tudor Ice Company's importations, under the hammer on the 19th March. For these, as well as for Japans, the market closes without animation.

Current quotations (in gold, duty paid):—Congou and Souchong: Dusty and common, 43c. to 49; good cargo, 52c. to 55; superior, 57c. to 60; fine, 63c. to 65; extra fine to finest, 70c. to 90. Foochow Oolongs: Fair cargo, 50c. to 52; good, 54c. to 56; superior, 58c. to 62; fine, 65c. to 70; extra fine and finest, 80c. to 110. Amoy Oolongs: Fair cargo, 47c. to 50; good, 51c. to 53; superior, 55c. to 57; fine, 60c. to 63; extra fine and finest, 68c. to 75. Japans: Common, 55c. to 57; medium, 60c. to 62; good medium, 63c. to 64; fine, 66c. to 67; finest, 69c. to 73. Greens (Moyune, Twankay, and Fyehow): Gunpowder, 80c. to 125; Imperial, 65c. to 105; Young Hyson, 55c. to 110; Hyson, 60c. to 105; Hyson Skin, 50c. to 62.

THE SILKWORM IN ITALY.

A discovery has been made which is of vital interest to an important industry in Italy. M. T. Gandolfi, of Mondovi, states that after some years of study he is able to ascertain, by means of chemical analysis, whether the eggs of the silkworms are healthy and can be safely reared, or infected and useless. The practical success of M. Gandolfi's discovery will be seen in the ensuing season, when the value of his analyses, now being carried on at Turin, will have been tested by their results. A simple reference to the decline in the production of silk in Italy and the Tyrol in the last few years will show to how great an extent the industrial interests of the Italians are dependent upon the result of this experiment. Before the outbreak of the silkworm disease there were nearly 3½ millions kilogrammes of raw silk produced; this declined in 1863 to 2½ millions, in 1867 to two millions, and last year the total produce was only 1,900,000 kilogrammes. The future of the silk crop of Italy gives great cause for anxiety, especially since the silkworm disease has reached certain parts of Japan, whence the Italians have obtained the largest portion of their best cocoons; and Mr. Consul Colnaghi reports that all attempts to root out or even to palliate the malady have hitherto been ineffectual. The germs of the disease are said to be found in the mulberry trees, similar to the oidium affecting the vine. A trade of some eighteen millions in value in the present unfavourable period, and capable of indefinite increase should the silkworm disease be stamped out, is no small element in the industrial resources of a country like Italy.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer. A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails via Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST. Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, APRIL 19, 1869.

THE COMING TEA SEASON.

THE ever-recurring losses on tea shipments have given rise to much speculation—not as to the cause of them, for that is pretty well understood, but as to the length of time over which the credulity of buyers may be expected to extend. At present, notwithstanding the severe lessons afforded by a series of disastrous seasons, it shows no signs of diminution. It would almost seem that a man who once enters into the tea trade becomes afflicted with a monomania that urges him to buy unceasingly, with an utter disregard of consequences. In the good old times it was an axiom of the trade that regular shipments, extending over a term of years, must produce a profitable result in the end. A bad season might come now and then, but on the whole a steady trade was held to ensure ultimate success. As a rule, it did so; and many considerable fortunes were amassed in this way. The tea shipper of the present day, haunted by these recollections, does not allow his ardour to be damped by one, or even half-a-dozen losing ventures, but fancies that if he can only continue to ship year after year on a large scale, his turn will come some day, and he looks forward to "next season" as the time when his perseverance must meet its reward in the shape of a golden harvest—forgetting, all the while, that the conditions under which he buys are totally different from those that existed many years ago, when the trade was an uniformly profitable one. The quiet regularity, the skill and prudence that governed the trade when it was in fewer hands, and carried on at fewer ports, have given way to a feverish haste and a reckless system of competition entirely foreign to the principles of sound commerce. If the exceptionally ruinous losses of last season have failed to modify the extraordinarily sanguine views of speculators, we can hardly hope that any words of ours will affect them; nevertheless, we have a few remarks to make on the present aspect of the trade, which may perhaps possess some interest for those who are disposed to reflect seriously on the inevitable results of a blind adherence to the prevailing method of conducting it.

It is worthy of notice that people on this side generally throw all the blame on those in China, and *vice versa*, neither being willing to admit that there are faults on both sides; while many on either side are disposed to blame the banks for too readily affording facilities to buyers who are devoid of capital. Many of those who send orders for teas from this side do not thoroughly inquire into the probabilities themselves, but are influenced by the advice of some visionary enthusiast, who, by a process of calculation incomprehensible to any one but himself, conclusively demonstrates that at a given date our stocks will be at such a low ebb that the trade will be almost at a dead-lock, that this is to be the year for tea, that prices will be kept up whatever figure the export may reach, and in fact that the golden harvest is at last within reach. Enthusiasm of this sort is contagious; the excitement spreads, and even people who have never before entered the trade send out orders for tea, first getting "safe" limits from some friendly broker—limits, alas, at which the teas are "safe" only to lose. This is no hypothetical case, for it has come to our knowledge that would-be importers have been advised to purchase at limits as much as 3d. to 4d. per lb. too high, they accepting such advice in all confidence, thinking probably that various qualities of tea can be described as easily as Wallsend or Silkstone coal, whereas

hardly any two brokers or tea-tasters will give precisely the same character to a single sample.

Buyers in China receive these large orders with high limits, accompanied by exciting letters, followed up by still more stimulating telegrams; and, to do them justice, they at least act boldly. Even when they see the export running enormously in excess of known requirements they go on buying as though the consumption must by some occult law be developed in proportion to the increased shipments. Among the disappointed speculators on this side there are some who make no scruple in asserting that buyers in China go on the principle of executing all orders at the outside limits, even where losses are certain, merely for the sake of their commission, but this we cannot believe to be the case. At the same time there can be no doubt that they are far too sanguine. Another disturbing element is the migratory tea-buyer, who turns up in China annually about the end of May, with credits to an untold amount, and arrangements with every bank, determined to "go in," and do a grand stroke of business. In short, there must be a great change in the conduct of the trade in China, as well as on this side, before a steady and profitable business like that of old can be looked for. Could anything, for instance, be more suicidal than the way in which the Foochow market was opened in 1867, when two of the largest buyers almost fought for the preference of the tea-men? The latter, of course, made their own terms; yet had the opening of the market been delayed but a few days, they would have been glad to accept much lower rates than those actually obtained, for it was well known that they had obligations falling due to a heavy amount, to liquidate which they relied on the proceeds of these same teas. This exceedingly judicious "opening" was of course followed by a general scramble, in which the holders had the buyers entirely at their mercy. Indeed, not only could they exact whatever prices they pleased, but their victims had no time to examine the teas properly before buying, or to ascertain that it was equal to sample after weighing. We are assured by more than one person who has had actual experience of the market, that for some time after the season is opened scarcely a package of tea is weighed before freight is engaged, and that not only are the marks prepared, but very often on the chests, before the weighing and examination has been completed. The perpetuation of such a system as this would absolutely preclude all hope of a remunerative business. And as regards the prospects for the present year, it is self-evident that if all the losers attempt to retrieve their fortunes in one season, the result will be ruinous to all alike.

We commence with an import in excess of our consumption, and not only that, but an import that is apparently capable of being largely extended on the smallest encouragement, while the consumption shows no signs of increase. Looking at the trade from an outside point of view, one would suppose that the coming season must be characterised by low prices, and shipments more on a par with our wants; but let us ask those who know anything of Foochow buying whether the "crack" chops that have fetched 2s. 8d. to 2s. 9d. are likely to be allowed to go at any reasonable figure? More especially when (as we hear from a reliable source is the case) certain brokers have advised purchases at very high prices; while some, who publish a circular letter, write out to their especial favourites not to adhere too closely to their printed limits, but to give 1d. or 2d. higher if they think the teas fine! Again, if, as appears most probable, these fine chops fetch 2s. 5d. to 2s. 6d. per lb., medium kinds are pretty certain to be kept up in proportion. In 1867-68 very little tea was settled in Foochow at prices above 2s. 3d., and medium kinds were bought at prices that left a ruinous result; from which it may be argued that if in the coming season still higher prices are paid for the fine teas, and the export keeps up to the same level, medium kinds must again lose heavily.

Altogether, the prospects for the new season do not look very encouraging, for we cannot reasonably expect to find that a total change in the views of buyers has been worked in a single year. Such a revulsion would be unnatural. But we do hope that the dearly-bought experience of late seasons is beginning to produce some effect, and that by degrees caution will take the place of recklessness. Among their other errors, buyers in China appear to ignore entirely the Indian teas, which in reality should be considered very seriously; for the eight millions or so that we now receive from this

source is equal, owing to its great strength, to nearly double that quantity of China tea. For teas to pay this season we ought to have finer teas than last, none costing over 2s. 3d. for the finest Congous, with a proportionate price for medium kinds, and a total export not exceeding that of 1865-66. And buyers really desirous of doing a safe business should make up their minds not to buy a single package until the teamen come to them for offers, instead of begging as a favour for the first offer of the teas. With this parting word of advice—which we dare say will be received with sovereign contempt—we will dismiss the subject.

STEAM ENTERPRISE IN SHANGHAI.

THOSE who argue in the Chinese interest—Sir RUTHERFORD ALCOCK in especial—say we have no right to ask for the privilege of navigating their rivers, to the detriment of the native trade. If we arbitrarily refused to permit the Chinese to have any share in the benefit of such enterprise, they might have some reason to complain; but as the Chinese themselves are shareholders in the steam companies, and find it to their advantage to transport their goods by them, the apparent hardship slips away. Considering that Foreigners pour immense wealth into the Empire by their purchases, it is only a natural consequence that they should avail of legitimate opportunities for expediting and otherwise improving the transit of goods into the interior as some return for the large purchases they make. As we have already stated, the fact of the Chinese availing themselves of our improved methods is conclusive. China can no more expect to stand still than other parts of the world, where the stage coach interest has been driven out by steam, notwithstanding the anticipation of ruin and poverty on the part of the anti-progress party. The use of steam in the inland waters of China is simply carrying out natural laws which are inevitable in the nineteenth century. The Chinese have no right to expect the entire benefit of foreign intercourse; unfortunately they do get the lion's share, owing to want of tact on the part of Foreigners in competing against each other, whilst the Chinese quietly combine, and bide their time for the prices demanded. It is only reasonable that Foreigners should have a *quid pro quo* in some way. The profits of the Chinese merchants during the past ten years on their sales of tea and silk must be little short of fifteen millions sterling. Besides this we must consider something on the other side. Look at the labour employed by Foreigners in developing China. The coal mines, for instance, will employ native labour quite equal to that thrown out in boats and junks. What can be more equitable? The chief item required for our steamers redounds at once to the benefit of the Chinese. The anti-progress party say, Let the Chinese alone in their mode of conducting business; they know best, they prefer to leave their coal mines undeveloped, and to abide by the old scull and oar. We believe we have made out a fair case on the other side that Foreigners have a reasonable right to some of the benefits they confer on the Chinese, more especially when it is remembered that while we are developing the coal fields in China we are cutting off the custom for our own coal, and the employment of our ships in its carriage. But this is, of course, owing to our taking an enlarged view of free trade.

The steamboat enterprise of Shanghai is one of the most interesting features of the day. The rivers and lakes of China are as important as those of America, and with the extension of facilities for foreign intercourse we shall, doubtless, see a corresponding increase in the use of steam. Vessels of American build are found to be the most suitable, and, consequently, nearly all in the trade are of that class; builders in England and on the Clyde seem to have a prejudice against the style, and, notwithstanding the opportunities that have been afforded them, have failed to produce anything satisfactory for the work. For ocean steamers of iron there is no question about the superior style of vessels they produce; but they will not follow out the plans and specifications suitable for a river steamer, and hence the majority of the boats here running on the river are of wood, and of New York build. The superiority of iron over wood for fresh-water rivers, like the Yangtze, is so well known that it is intended to give our home builders another chance. We understand that each of the three companies, the Shanghai, the Union, and the North China, have decided on iron vessels, and we trust that whoever the builders may be they will give such satisfaction as to

produce further orders. These three companies are now working in harmony, but there has been a great deal of hard fighting preparatory to this. It seems peculiarly the fate of our steam enterprise to encounter opposition and to sink a great deal of money before an arrangement can be arrived at, although there are generally the same means of arriving at it before as well as after the struggle. The company which has done the most to obtain the mastery is the one worked by Messrs. RUSSELL and Co., under the American flag, called the Shanghai Steam Navigation. This company was formed in 1862, with a paid-up capital of 1,000,000 taels, which was subsequently increased to 1,875,000 taels, in 100 tael shares; part of this increase consisted of a bonus of 50 per cent. to the old shareholders. A return of 10 per cent. of the profits is made to shareholders who contribute freights to the company's steamers, and as a rule this class of stockholders is preferred. Dividends of 12 per cent. per annum have been made, after providing for depreciation and insurance. The current value of the 100 tael share is now about 95. The company's steamers at present consist of the *Plymouth Rock*, *Fire Queen*, *Fusiyama*, *Hirado*, *Kiangloong*, and *Moyune*, six steamers of from 1,200 to 2,400 tons capacity for cargo, besides Chinese and European passengers. These steamers are of a splendid description, and must have astonished the eyes of the Chinese not a little. They are all employed on the Yangtze traffic, and run three times per week from Hankow and intermediate ports of Chinkiang and Kiukiang, and also several smaller places, such as Nanking, Nganking, Wuhu, Tatung, &c. Chinese passengers are allowed to come on board. The rates of passage money for Chinese to Hankow are 15 taels, and for Europeans 40 and 70 taels return tickets. The rate of freight on tea, &c., is four and five taels per ton.

On the Ningpo line is the *Kiangse* and *Hangchow*, and on the Tientsin line *Shanse*, *Szechuen*, *Manchu*, and *Chili*. The harbour tender is the *Tsatlee*. The company have lost by fire and water the *Surprise*, *Chekeang*, *Huquong*, *Fokkien*, and *Tahwah*.

The annual carriage on the Yangtze by these boats amounts to the huge total of about 150,000 tons, or an average of about 12,500 tons monthly. This includes a quantity of cotton carried to Hankow, owing to the failure of the cotton crop by floods, and is of course not a permanent thing. The receipts from cotton freights in one year made the handsome addition of over 200,000 taels. The Chinese passengers do not average more than ten or twelve thousand per annum, and Europeans about one thousand. To Tientsin, Chefoo, &c., the traffic is about half the number.

The principal premises of the company at Shanghai are the Kin-lee-yune godowns on the French settlement. The river steamers load and discharge here at a wharf about 400 feet in length, and over seventy in width, which, being covered with a corrugated iron shed, affords space for all "transit cargo." Tramways connect this wharf with the godowns, wherein 30,000 tons of merchandise can be stored. During the busy season this space is fully required, as the company stores goods without charge for seven to ten days after receipt, and has arrangements for the inspection, marking and rattaning of teas, at the minimum of expense to the Foreign merchant. The risk of fire at these godowns, apart from their isolated position between the city moat and the river, is provided against by abundant supplies of water at various points, and by an efficient local brigade composed of the company's employés. The value of these premises may be somewhat measured by the fact that their cost was over Tls. 250,000, or £80,000. A little above is the Kim-fong-toong Wharf, used by the Tientsin steamers, connected with which is an iron godown for transient cargo, and a large yard for storage of coals in a convenient position for the whole fleet. A mile further down the river is the Kin-wung-sung Wharf, which, with the large godowns attached, was purchased from Messrs. Dent and Co. in 1867. The Ningpo steamers lie here for the greater convenience of arriving and leaving at all stages of the tide. Passengers are taken to and from the settlements in the harbour tender *Tsatlee*. About three miles down the river on the Pootung side is the company's steamboat dock, also purchased from Messrs. Dent and Co. This is the only dock in Shanghai capable of receiving large river steamers without removing more or less of their wheel arms and floats, though it cannot at present admit heavy draft vessels.

The only other steamers running on the Yangtze are the *Rona* and *Tunsin*, of about 1,200 tons carrying capacity,

belonging to an English company, styled the Union Steam Navigation Company, under the management of Messrs. GLOVER, DOW, and Co., at Shanghai, and DRYSDALE, RINGER, and Co., at Hankow. A few years since almost all the large houses ran steamers, and freights, which had stood at 20 taels, were brought down to 2 taels per ton; they are now steady at 4 to 5, with very satisfactory results for the owners. The Union Company at their last meeting showed profits equal to 30 per cent., besides placing a sum to the reserved fund. It is proposed to increase the steamers of this line, and Capt. MACQUEEN, for a long time in the service of the Shanghai Steam Company (RUSSELL and Co.), has left for England, and will superintend the building of a suitable steamer for the company. There is also a company under the management of Messrs. TRAUTMAN and Co. running on the Chefoo, Newchwang, and Tientsin route. This company has at present the *Nansing* and the *Yen-tze-fei*. The rates of freight are about 10 taels per ton, and the working shows a profitable result. Another vessel is now building in England for the company.

THE ACTION OF HER MAJESTY'S GOVERNMENT IN REGARD TO THE FORMOSA OUTRAGES.

BRITISH residents in China have no longer any reason to complain of apathy on the part of Her MAJESTY'S Government in regard to events affecting their interests or personal safety. Her MAJESTY'S Government is at the present moment exceedingly active and vigorous in the direction of China, and its energies are just now concentrated on the recent Formosa imbroglio, with the view of placing British interests in that happy island in a thoroughly comfortable and satisfactory position. To this end, a Vice-Consul who has too energetically vindicated the inviolability of British subjects is to be dismissed, a naval officer who supported him is reprimanded, the money exacted as a reparation for injuries sustained is to be returned, and a humble apology is to be tendered to the ill-used Chinese officials. So shall the exigencies of diplomatic etiquette be satisfied, at the same time that Lord CLARENDON and his colleagues are enabled to gratify their inordinate appetite for humble-pie!

Our first intimation of the course events were taking was derived from a short discussion in the House of Lords, commenced by the Duke of SOMERSET, who handsomely exonerated the London Missionary Society from any share in originating the recent troubles. The Duke blamed the rashness of the missionaries in Formosa, complained of the interference of "the inevitable gunboat," and asked—"Is this the way to promote Christianity in China?" Lord CLARENDON, in replying, also laid the chief blame on the missionaries, asserting that the affair "originated in the destruction of a mission-house," though there were also "some commercial matters" for which redress was sought. In fact, regarding any insult or injury sustained by British subjects his Lordship knew little, and cared less. But he was quite clear as to the necessity of humiliating our own officials, and making abject submission to the Chinese. Self-abasement on the part of Great Britain, carried to the utmost extent, would, he considered, "have a salutary effect;" there would be no further cause for anxiety, and this GLADSTONE-BRIGHT-CLARENDON policy, working under the distinguished patronage of Mr. BURLINGHAME, would place our relations with China on a more satisfactory footing than ever. Of course these sanguine anticipations are unreservedly endorsed by *The Times* and the Liberal press generally, as will be seen by the articles we reproduce in another part of our paper.

We have distinctly expressed our disapproval of a precipitate resort to force in cases where it can be dispensed with, such, for instance, as when missionaries, belonging to no properly-organised society, stray beyond the limits wherein they have a right to expect protection, and suffer for their temerity. But, on the other hand, we observed, in a recent article on this subject,* that this series of outrages in Formosa "must be regarded in a very different light from those happening in a central province of the Empire." A difficulty arising in such a province, under the personal government of one of the highest officials of the Empire, who is known to be in intimate communication with the Central Government, bears no comparison with one originating in an outlying dependency like Formosa, where the sovereignty of the EMPEROR is hardly more than nominal. There is not the

slightest hope that the local mandarins at Ta-kow or Tamsui will pay the slightest respect to our treaty rights unless we are prepared at all times to enforce them on the spot. In the present instance, so far from a single attack on a Mission house being the sole ground of offence, there was a long series of outrages to punish. An English gentleman was stabbed by a servant of a Chinese official, and was allowed to go entirely unpunished. Mr. GIBSON, acting Consul at Taiwan, received the grossest possible insult from the Taoutai, for which no *amende* has been made or offered. A deliberate attempt was made at the instigation of the Taoutai to murder Mr. PICKERING, a gentleman engaged in legitimate trading operations. On the occasion of a subsequent endeavour to renew friendly relations, the Taoutai actually struck Mr. Consul GIBSON with his fan. Illegal "squeezes" of all sorts were imposed on British trade. The premises of a foreign firm were sacked, and property to a large amount carried off. Repeated applications for justice and redress were treated with increasing contumely, and at last, after an astonishing amount of forbearance, Mr. GIBSON invoked the aid of the naval forces, with what results our readers are well aware. And now all the good that has been effected is to be undone, and Mr. GIBSON is to be punished instead of rewarded for his efforts to maintain unsullied the fame of the flag he represents! Such an act as that for which Lord CLARENDON takes so much credit to himself and his colleagues will be a lasting disgrace to their administration.

FRENCH TRADE WITH CHINA AND COCHIN CHINA.

IN *The London and China Express* of the 18th February we gave the purport of M. JACQUES SIEGFRIED's report on Japan, with a promise to follow it up with notices of the reports by the same gentleman on China and Cochin China; but until the present time we have been unable to fulfil our promise, as the reports were out of print. The author has now republished the whole of his reports on the Far East, together with the notes made during his voyage round the world.* M. SIEGFRIED was quite enamoured with Japan, and his report on that country is far more interesting than those on the other countries which he visited; nevertheless, they deserve attention, and we now offer our readers a resumé of the reports on China and Cochin China, together with a few extracts from the other parts of the volume.

After giving an approximative estimate of the commerce of China for 1867, which the author says amounted to £24,000,000 of imports, and £18,000,000 of exports, he adds: The share of England and her colonies in the above imports may be set down at seven-eighths of the total amount. The exports consist principally of 75 millions of kilogrammes of tea, and 2½ millions of silk, of which England takes 60 millions of kilos. of tea, and 20,000 bales of silk; America 15 millions of kilos. of tea, and 1,000 bales of silk; and France 500,000 kilos. of tea, and 20,000 bales of silk. M. SIEGFRIED, studying commercial China from a French point of view, gives little attention to the secondary ports, for he says the Chinese merchants, on account of the small costs they have to support in comparison with the French, have a constantly increasing predominance in the trade of the coast, and of the Yangtze-Kiang. Of Hong Kong M. SIEGFRIED speaks with much praise as an entrepôt, and says that the English perfectly understood its importance and position when they made it a free port, where goods could go in and out without an account being rendered to any one; but he notes, *en passant*, that this very freedom renders it difficult to obtain exact information relative to its commerce. He estimates the chief articles of import as follows:—Opium, £6,400,000; printed goods, 50 millions of yards, of the value of £1,600,000; rough cotton goods, £1,600,000; rice, one million. But the importance of Hong Kong, he thinks, consists less in the value of its direct trade than in its influence; what places Hong Kong so high is, in M. SIEGFRIED's opinion, its fine port, placed exactly in the way of vessels bound from Europe or India to any of the ports of China or Japan; its position, which makes it the natural head of the postal service, and, finally, the advantage which it possesses of being placed under the liberal shield of England. All these privileges, says the author, attract to it the principal agencies of the banks, and the chiefs of nearly all the commer-

* See *London and China Telegraph* of March 22, page 140.

* *Seize Mois Autour du Monde, &c.*, with Map; 12mo. Hetzel, Paris.

cial houses, who obtain news at first hand from Europe and India. On the other hand, these very advantages often lead, says M. SIEGFRIED, to want of sufficient prudence in business. He also raises the question whether the establishment of telegraphic communication with all parts of China may not take away from Hong Kong some of its present *prestige*, as regards the facility of communication. Apart from its commercial importance, he considers Hong Kong one of the greatest triumphs which human energy and perseverance have ever achieved, and he does not stint his expression of admiration at what the English have done with what, in 1841, was an arid precipitous rock, with, however, a fine port and some good springs of water.

Of the future of Shanghai M. SIEGFRIED says:—"Its future shows itself under brilliant colours; its business cannot fail to increase in proportion as the ports of the Yangtze-Kiang, and particularly Hankow, cause the products of Europe to enter into the interior of China. I think I may venture to say that, of all the places of commerce in the China seas, Shanghai is certainly that which offers the "greatest resources, and which I should recommend most."

After referring to the late crisis, M. SIEGFRIED gives it as his opinion that the banks have lost their admiration for gigantic establishments, and that more modest operations have now good chance of success. The Germans and Swiss, he says, have profited largely by recent events, and it is they, perhaps, who are carrying on the most regular and safe business. As to the Americans, their part here grows more and more important, and they are especially remarkable for their spirit of enterprise in the establishment of lines of steamers on the Yangtze-Kiang and the coasts. As regards France, after paying a well deserved compliment to the Messageries Imperiales and the Comptoir d'Escompte, M. SIEGFRIED says:—"I regret, and I am even ashamed to have to write it, that our commerce has not a single representative in the whole extent of this vast country, which, however, is the great producer of the raw material necessary for our national industry, par excellence, namely, the silk manufacture!" It is perfectly natural that M. SIEGFRIED should appeal to his countrymen to put an end to a state of things which makes it necessary for a French merchant to get his silk through foreign houses. M. SIEGFRIED is not an ardent admirer of the Chinese Government, for he says:—"It is impossible to avoid deploring that so fine a country as China, with such an industrious population, should be burthened by a Government so corrupt and benighted as that of which the European Powers some years since thought it right to prevent the fall, which, however, is very likely to take place within a longer or shorter period."

M. SIEGFRIED thinks highly of the choice of Cochin China for a French possession—"Placed at the doors of the Chinese Empire, and on the high road from Europe to the extreme East, Cochin China is at once a political position of the first rank and a colonial establishment, of modest importance, it is true, but of certain prosperity. From a political point of view, it supplies an admirable point d'appui for our naval forces, thanks to the port of Saigon, which is rendered accessible to our vessels by a deep river, while a few torpedoes are sufficient to defend it; and from a colonial point of view we have the remarkable fertility of the soil, and a certain market assured for its productions amidst the three to four hundred millions of people who inhabit China." The fitness of the soil for the production of silk, tobacco, cotton, cocoa, and sugar, as well as rice, the splendid means of water carriage by innumerable canals, and the character of the population, supply M. SIEGFRIED with the materials of a brilliant sketch of the French delta in Cochin China. "We have there," says the report, "a sufficient field to enable us to show the world that we, the French, also understand colonisation."

Of the original administration of the settlement M. SIEGFRIED speaks in high terms, but he is evidently not sanguine of the future, and hopes that the EMPEROR will in time give it a civil government, instead of the military regime which has proved so injurious to the colonies of France. He shows that the management of the natives is in the hands of young officers, who have not been specially instructed in their duties, and that after very short periods these are called away for promotion, and are again replaced by young and inexperienced men. Such a system cannot work; but the subject does not specially interest our readers.

As regards commercial arrangements the port is free, with the exception of a duty on opium, and the ships and productions of all nations are on an equal footing. But even here, says the author, the French merchants hold quite a secondary position; the chief export trade is in the hands of the Chinese, Germans, and Americans, and only two or three French houses take a small share in it; the English have, as yet, not interfered in the trade of the colony. The principal imports are made by the Chinese, who purchase English goods at Singapore and undersell the European merchants. The exports for 1867 are given as follows:—3,200,000 piculs of rice, of the value of nearly a million sterling; dried fish, £60,000; and silk, £14,000. The imports consisted of cotton goods of the value of £260,000; opium, £60,000; and a few other unimportant items. Nearly the whole of the cotton goods are English. Rice is the grand staple of Cochin China, but this being in the hands of the Chinese, something more is necessary for European trade, and M. SIEGFRIED insists urgently on the necessity of introducing the cultivation of silk, cotton, coffee, tobacco, and other products which make the wealth of the East. The population is, however, insufficient; quantities of land lie out of cultivation, and any one may obtain it at a rate equal to five shillings per acre. In short, nothing is wanting apparently to make Cochin China a fine colony but colonists.

In his diary M. SIEGFRIED says that the number of Europeans in Saigon is not more than 400 or 500, the army not included; while the Chinese in the whole of Cochin China are stated to amount to about 40,000. The environs of Saigon, says M. SIEGFRIED, are not beautiful, nor are the lands in the immediate neighbourhood fertile; for rich soil the settler must go more inland. One of the great advantages held out to colonists is the character of the native population, who are described as essentially agricultural, easily managed even by strangers, and as caring little for country, but clinging fondly to their local rights and habits, which are said to be founded on a well-conceived system.

M. SIEGFRIED's notes upon Canton, Macao, Shanghai, and other ports of China, as well as Japan, are interesting; but his report on India, and especially the notes made during his stay there, will perhaps form the most acceptable portion of the volume for English readers in general. We have few sketches of India from a French point of view, and while M. SIEGFRIED never hides his opinions, his view of the British dominion in India is, on the whole, one of the most gratifying we have ever met with.

THE LANGUAGE OF COCHIN CHINA.

THE Minister of Public Instruction in France has appointed the well-known Oriental linguist, M. ABEL DES MICHEL, professor of the Annamite language, and that gentleman opened his first course the other day in the new high school attached to the Sorbonne. From this introductory address we propose to make a few extracts. The French were in close communication with the Annamites on the eve of their great revolution, and there exists a dictionary in Annamite and Latin by the French Bishop of ADAN, who died in 1799. This work was augmented by the Bishop of ISAUROPOLIS, and is the sole dictionary in existence printed in Annamite characters. To it the latter ecclesiastic added a grammar, a dictionary in Latin and Annamite, dialogues, a Cochin Chinese poem, and other works, and the whole form together a complete course of instruction.

This work was printed by MARSHAM, at Serempore, under the auspices of the British East India Company. Some time later an Annamite colony was founded at Bangkok, and the French missionaries founded a press there, and produced a number of works printed in the Annamite tongue. There is now a printing-office at Saigon, and an Annamite journal has been established, which the natives are said to read with avidity. The books printed at Bangkok were in the *cursive* character, and those first produced at Saigon in Latin characters, but the Imprimerie Impériale of Paris has now engraved a complete set of Annamite type.

The writing and printing of Annamite in Latin characters is said to be making great progress in the schools conducted by the French priests, and a former pupil of the missionaries, TRU'ONG VINH KY, an Annamite of great intelligence and solid instruction, has composed grammars for the use of both French and Annamites, and translated orations and other productions into excellent French. M. des MICHEL has already

published a series of dialogues for the use of merchants and others visiting Cochin China, and announces four other works as being in preparation, viz.:—"A Table of the Keys and Phonetics of the Sinico-Annamite and Chinese Languages," "Compared both as Regards Pronunciation and Accent;" "A Manual of Phrases, in the Annamite Character, to Aid the Study of the Particles and the Acquisition of the Cochin Chinese Language; Generally;" and, lastly, "A Poem, and Annamite Fables in Figurative Character." A certain knowledge of the French language is so common now amongst Englishmen that the great majority of those who visit Cochin China will be able to make use of M. des MICHEL'S handbooks, so that they may be considered as prepared for the use of all educated Europeans; and should their reproduction in an English dress be deemed requisite, their author has left but a simple task to be performed, and we should recommend him to add to those which have not yet appeared an English version, side by side with the French, as some other French Oriental scholars have already done in the case of Japanese works, such as the "French-English and Japanese Dictionary" of the Abbé MERMET de CACHON, aided by MM. A. le GRAS and LEON PAGES.

In the final debate on the Navy Estimates, the proposed reduction in the China squadron was again discussed. Mr. CORRY ably vindicated the course of the late Government in opposing the reductions urged by the Liberal party, and in building a special class of vessels for the repression of piracy; and he forcibly deprecated the proposed change at a time when both Sir HARRY PARKES and Admiral KEPPEL were jointly advocating the necessity for a powerful force being maintained in those waters. Mr. CHILDERS, knowing he had a strong majority at his back, of course did not deign to argue the point, but loftily said that as the present Admiralty and the Foreign-office were in accord on the question, the views of the late Government were of no importance whatever. So the matter dropped, and the squadron will be out down.

ON Tuesday, the 6th instant, arrangements had been made for a deputation from the Peninsular and Oriental Steam Navigation Company, consisting of Mr. P. D. HADOW (Chairman), Admiral Sir W. H. HALL, the Hon. RONALD MELVILLE, and others, to have an interview with Lord GRANVILLE on the subject of improvements to the harbour at Point de Galle. His Lordship was unfortunately called away to attend a meeting of the Privy Council, so was unable to fulfil his engagement; the deputation however were received by Mr. MONSELL, and explained their views. Lord GRANVILLE will appoint another meeting at an early date to give his reply.

OUR first impression on reading Mr. LOWE'S financial statement, was that the present Budget would make no alteration in any duties affecting China or Straits produce, for we interpreted the proposal to remit the duty on "Corn" as affecting ordinary cereals only. By the wording, however, of the formal resolution subsequently proposed by Mr. LOWE in Committee of Ways and Means we find that arrow-root, sago, semolina, and tapioca are all included in this category, and will consequently be exempted from duty when the new system comes into operation.

In another column we reprint from the *Morning Post* a very ably written review of the recent revolution in Japan. Being from the pen of a gentleman who has had the best possible opportunities of acquiring information, and who possesses the highest qualifications for turning it to profitable account, the article is well worthy of perusal.

THE PENANG RIOTS.

We have received a copy of the Report of the Commissioners appointed to inquire into the Penang Riots. The Report is a lengthy one, and with the appendices, containing full minutes of the evidence taken, makes a quarto volume of some 140 pages. The general conclusions arrived at are, however, thus summed up:—"That the riots had their origin in a trifling quarrel between two rival Mahomedan Societies during the Mohurrum Festival, and that they were fostered by two other rival Societies of Chinese, with one of which each of the former had joined in alliance. That all these Societies joined in the riots by the direction, and under the instigation of their respective head men or office-bearers, who directed their principal movements, and who, from the funds of their Society, supplied them with provisions and arms, with re-

wards for the heads of their enemies, and with gratuities and pensions for the wounded and for the relations of those who were killed when fighting. That the organisation and discipline of the Societies appear to be as complete as that of any disciplined force of the Government. That it is therefore evident that these Secret Societies are extremely dangerous to the peace and welfare of the community. A notable circumstance, and one which has rendered these Societies more harmful of late, is, the combination of the Mussulmans and Hindoos with the Chinese, with whose customs their religious prejudices are so much at variance." The Commissioners appear to think it would be dangerous to attempt the entire repression of these Societies, as such a measure might lead to more secret and still more dangerous combinations. But they recommend a more complete system of registration, with strict supervision, and heavy penalties, rigorously enforced, for all breaches of the regulations. The Report is issued in London by Mr. G. Street, 30, Cornhill.

THE HISTORY OF THE REVOLUTION IN JAPAN

(MORNING POST.)

The close of the revolution in Japan is announced, and duly certified under the hands and seals of the several foreign Ministers resident in that country, in notifications which were received by the mail on Monday. Diplomats are not prophets, and one of the six ports—the northernmost—is still in the hands of outlaws affected to the Tokugawa family, led and prompted by a few foreign adventurers. Still, the declarations of the Ministers may pass for what they are fairly worth, namely, public indications of their belief that the struggle is fairly over—that the resistance maintained by the Tokugawas in Yedo is not likely to be formidable, and will probably die out as soon as the Condottieri, whose presence now maintains the contest, have settled with the Imperial Government the price for which they are to be bought over. It is to be hoped that the judgment of shrewd men with ample local experience will not be falsified by the result, even in a country so volcanic and perturbed as Japan.

It has taken the Japanese six years to effect and complete this fundamental change in their system—that is, counting from the edict issued in 1863, which abrogated the forced residence of the Daimios in Yedo. It is to the honour of the Japanese that a system which has been in existence for nearly three centuries, among an armed population led by numerous and discordant feudal chiefs, has been removed and given way to another entirely different, with an amount of bloodshed and hostility which, as compared with any other revolution of modern Europe than our own in 1688, may fairly entitle it to the epithet of pacific, whereas we might reasonably have expected bloody fights, partisan assassinations, judicial suicides, and wholesale confiscations. All we have witnessed have been a few skirmishes, two or three homicides—the result rather of outbreaks of individual fanaticism than systematic cruelty—and a few moderate sentences in which the punishment of antagonistic chieftains has been tempered by tenderness for the rank and position of the families to which they belonged.

To us as to other Western nations this revolution ought to be singularly interesting, for it has grown out of the causes which have led to and is the direct effect of the changes which have culminated in the opening of Japan. The dynasty of Kubosama was established on the Conservative principle of Japan for the Japanese, on the exclusion of foreigners, on the extinction of the spirit of enterprise, and entombment of the intellectual vigour of a warlike, ardent, and novelty-loving race, whose higher tendencies, however, have proved themselves stronger even than their intense sensuality. The impetus given by the first opium war with China step by step led to the opening up of foreign relations with Japan. The inventions of steam and improvements in ordnance gave the Western Powers a superiority of which they speedily made use to initiate a new policy of intercourse. The first steps were cautiously made, and requirements were limited, both by the Americans and ourselves, to the hospitable treatment of foreign castaways and the supply of provisions to whalers and other vessels. If it had been possible to rest at this point, the Mikado might still have been playing the part of Merovingian Emperor in the midst of his harem at Kioto; for such intercourse as the Perry and Stirling treaties authorised brought foreigners in contact with Japanese merely as strange animals to be looked at, admired, and shunned. But progress could not be stayed, and the second Chinese war supplied motives and considerations which Mr. Townsend Harris cleverly availed himself of to arrange a real treaty of commerce with Japan.

If for three centuries the feudal princes of Japan had submitted to the grinding tyranny and repressive rule of the triumvirate Goankios, and if they were content to see their legitimate Sovereign shut up in a semisensual and conventual seclusion, it was because the family and laws of Iyeyas represented and embodied a policy of exclusion which exempted them from the influences of innovations believed to be dangerous and productive of internal disturbance. Was Kubosama to rule them with a rod of iron, and to let in the hated foreigner, taking tithe of their goods to his own exclusive profit, working a revolution in the monetary and industrial life of the country? This was precisely what the Shiogoonate tried to do and failed. They tried to work the treaties for their own behoof, prevented the Daimios from introducing their produce into the open ports, insisted on levying a heavy duty on whatever the princes wanted from abroad, and oftener attempted to prevent them from getting such articles at all. It excited intense jealousy to observe the Shiogoon's officers laying up stores of foreign munitions, availing themselves of fireships and military instructors, and, in a word, greedily striving for the material power and knowledge which were to rivet still more firmly the customary bondage. Concurrently

with this observation came great changes in the daily life of the people. The values of the precious metals, settled by one of the most extraordinary chain of circumstances known in history on a basis purely fictitious, which made the relative ratios of gold and silver about 6 : 1, were revolutionised. The man who owed six ounces of gold, instead of being able to pay his debt with thirty-six ounces of silver, found nearly eighty were required. No man knew against what moneys the necessities of life were to be exchanged. The Shogunate did their best to provide remedies and apply palliatives for such a state of affairs, and the great Daimios, each for himself, did what seemed good in his own country; but the immediate distress and discontent unsettled all the ordinary relations of life.

It was not to be wondered at that the great feudal princes should form combinations to compel the Shogunate to admit them to some share in the administration of affairs by which their interests were so nearly affected. The first step was taken in conjunction with the discontented Gosankio branch, the house of Mito, between whom and the Ikammonis, the hereditary regents, there was an ancient feud. The Gotsiro was murdered at the gates of the palace occupied by his boy ward. But soon the princes of the Southern Confederacy, regardless of the dynastic views of the Mitos, determined to act for themselves, and claimed the right of exemption from residence at Yedo. Chafed at the denial of his demand, and furious at the resistance made by the Foo-dais (descendants of Taikosama's generals), Shimizo, the father of the nominal prince, but himself the real head of the Satsuma family, left Yedo, August 14, 1862, vowing vengeance, which he was prepared to gratify by embroiling his country. A party of exercise-seeking foreigners fell in the way of his procession. An over-zealous attendant, knowing well that his master's wrath was connected with the questions arising out of the presence of the hated foreigners in Japan, raised a shout of rage, and the unhappy party were set upon and hewed down by his armed henchmen. Such were the first strokes that introduced the Japanese revolution.

We do not propose to take our readers through the history of the last few years step by step; to show how the Shogun's Government might, by adopting a manly, intelligible policy, have established its power securely on the new element of foreign relations; and why, by trimming its sails now to the Conservative party and now to the foreign Ministers, and afraid to break with either, it lost the golden opportunity of raising its head from the mayoralty of the palace to the substantive sovereignty of Japan. The chiefs of the Southern Confederacy saw their object more clearly before them. They knew that the influence of the Mikado was necessary to their purpose. They were willing to purchase it at the price of all they could take from the Gosankios to give to the ravenous Court of Kioto. They were more than doubtful of being able to shake off foreign influence, so they went in frankly for making use of it, showing they could effectually forget past hard knocks and rubs, and bury them, in the hope of present neutrality and future aid.

It is greatly to the credit of the foreign Ministers, particularly our own representative, that they have steadily persevered in a policy of neutrality, and they were fortunate throughout in being countenanced by their Governments. There was, indeed, a tendency to deviate from this safe and easy policy in 1865 and 1866, when a former French Minister, in pursuit of what he called his personal policy, all but entangled his Government in relations with the Shogunate which, but for the sounder appreciation of the Minister at Paris, would have separated him from his colleagues. The motive was laudable, though one-sided—the delusive hope of engrossing for his countrymen the supply of the Japanese Government with its stores, and the bulk of the raw material which forms the first of the staple industries of France. But the delusion speedily vanished, and during the last two years there has been no notable divergence in the political views of the foreign representatives.

Our sketch of the Japanese revolution, slight as it is, has almost outrun the limits of an article. Our excuse for wearying our readers is the real importance of the events themselves, as demonstrating the capacity of the Japanese, whose position as an independent self-governing race it is of high importance should be maintained to effect a great change in their system of government and administration in a quiet, sensible, and business-like way, without useless bloodshed or unnecessary severity. Let us think of what would be a parallel case in our own history if such a thing were possible—say a reunion of Tory-Jacobite families to restore the Duke of Modena. Yet, fantastic as the idea may seem, it is hardly more so to us than the statement would have been to a Japanese in 1854, that in half a generation the Shogunate which had lasted three centuries would be destroyed, and a sensualised high priest, chiefly known to the mass of the people in the illustrations of licentious prints, should be called from his seclusion to exercise the imperial authority of his remote ancestors.

MISGOVERNMENT IN THE STRAITS.

(STAR.)

The reckless legislation of the nominated Council of the Straits Settlements aroused the Duke of Buckingham, on the eve of his departure from office, to the necessity of exercising that salutary authority which, so long as Crown colonies remain Crown colonies, should be vested in the Colonial Minister. But if it had not been for the courage and good sense of the Chief Justice, Sir Benson Maxwell, it is more than probable that an Act as dangerous in its tendency as its provisions are foreign to the spirit of English law would have remained in force, without any attempt being made to secure its amendment or to divest it of its more obnoxious features. It is proper to observe that the Act was originally passed in 1867, its operation being limited to one year. It was re-enacted in 1868 at a single sitting, and without any previous notice being given to members of Council—not even to the Chief Justice. Sir Benson, in a clear and explicit letter to the Duke of Buckingham, dated the 1st of September last, stated his objections to the Act. He objected to it because it gave power to

the Governor to deport both aliens and naturalised subjects of the Crown, of the Chinese race, "without even the check of a written information to justify his action, without its being even in his opinion necessary for the preservation of the peace, without any hearing of the party to be deported, and without appeal." It seems absolutely incredible that any Secretary of State should have advised the Crown to sanction a measure which is so entirely at variance with the natural principles of justice, and for which no parallel can be found in the Alien Act of 1848, or in any other measure passed by the Imperial Parliament at a time of political danger. We regret to say that the late Colonial Minister exhibited a very scant appreciation of the sound constitutional principles for which the Chief Justice contended. Ignoring the right of a British subject to a trial by jury, to a writ of Habeas Corpus, and even to an appeal against what might justly be deemed an oppressive act of severity, the Duke was only willing to concede that the order of deportation "should not be put in force against any person except upon a written information, and that provision should be made that the person to be removed should be summoned before the Executive Council, and, if he chose, be heard before them, and that there should be a written record of their opinion that his removal was required with a view to the public safety." Does the late Colonial Secretary really think that this concession will have the effect of wooing back the panic-stricken Chinese who have already fled from Penang, or that it will allay the reasonable apprehensions of those who remain, or that any check which a nominated and official Council is likely to impose on the will of a Governor will compensate for the removal of all those restraints with which the English law hedges round the Executive authority, and which are quite as necessary in a Crown colony as they are in this free country? The Act is full of provisions equally monstrous. The Chief Justice objects to the Act that it would authorise the killing of rioters without necessity—that its provisions would justify the firing upon them even if they offered no resistance to authority, and were ready to disperse on the call of the magistrate. The Duke argues that some modification of this and of other clauses, which read like the resolutions of a Californian vigilance committee, is necessary, but he is very far from apprehending the gravity of these departures from the common law of England, or exhibiting that impartiality towards men of another race which it should be the aim of an English statesman to enforce. The fact, however, that he is constrained to direct that the law shall undergo extensive alterations, and that some of the safeguards which have been swept away shall be restored, is a proof that the Legislative Council, as at present constituted, is quite unfit to exercise the enormous powers which are entrusted to it. There is one passage in Sir Benson Maxwell's letter which deserves to be held in permanent remembrance, and which may, at all events, be submitted with confidence to the present Secretary of State for the Colonies. "I have now administered the law of England," he says, "in these settlements for upwards of twelve years, and I have often reflected with admiration on the prosperity and happiness which that law, with its noble respect for human rights and its safeguards for personal liberty has diffused among the various Oriental races which compose the bulk of our population. And my admiration has not been unmixed with something of national pride, when I contrasted the freedom and protection which those races found here, and whilst they repaid by respect and attachment to our rule, and by an abundant contribution to the material well-being of the colony, with the oppressive rigour to which they are subject in the colonies of other European nations. I should therefore deeply regret, not only for the Asiatic inhabitants of the colony, but for ourselves, if such principles as are embodied in this Act were to be now introduced into our law. Nothing could more conclusively demonstrate the utter absence of anything like sufficient reason for the exceptional legislation against which the Chief Justice protests than the language now quoted—unless, indeed, no weight whatever is to be attached to the deliberate judgment of the head of the judiciary in the Straits Settlements, and he a man whose character and services have long adorned the bench upon which he sits.

Some time ago we called attention to the financial grievances of this over-taxed colony—a state of things which appears to have grown up under the administration of Sir Harry Ord, the present Governor; and we are glad to learn that these grievances have been very fully set forth in a memorial which has been addressed to Lord Granville by the Straits Settlements Association. Another illustration is to be found in connection with the cost of erecting a new Government House. In July 1867 the expenditure of a sum of one hundred thousand dollars for a mansion, in which Sir Harry Ord might reside with all the dignity of a representative of royalty, was sanctioned by the Legislative Council. His Excellency is said to have promised that more money should not be spent. We now find in the *Straits Journal* a report of six columns, in which the colonial engineers elaborately prove that instead of the original estimate being enough, a further expenditure of nearly sixty thousand dollars will be necessary. Of this sum twenty thousand dollars will, it is estimated, have to be expended in order to get the building ready for the Duke of Edinburgh when he makes a flying visit to the colony in October. His Royal Highness will only remain one single night in Singapore, and we feel sure that if he had any voice in the matter he would not authorise such an expenditure solely on his own account—especially in view of the excessive burthens which have already been placed on the shoulders of the European and Chinese taxpayers of the colony. The colonial engineers give very good reasons for the increased expenditure; but that does not at all improve the position of the executive, or reconcile those who have to find the money to the extravagant tastes of their virtually irresponsible rulers. We observe that there is a difficulty in filling up the vacancy occasioned by the resignation of some of the independent members of the Legislative Council. Several of the merchants have declined to accept office; and it would be well to inquire into their reasons for taking this course. Men of their class are not disposed to assume legislative responsibilities unless they can enjoy personal freedom of action, and any attempt to impose conditions upon them—if such an attempt be made—calls for the interference of the home authorities.

Nabal and Military.

The Basilisk, 6, paddle-sloop, 1,031 tons, 400-horse power, Captain W. Nathan Wright Hewitt, V.C., has arrived at Sheerness from China. She was commissioned on the 18th September, 1865, and has therefore been rather more than three years and a-half absent from England. The Basilisk was employed most of her time on the Japanese coasts, and remained very healthy. In December, 1867, she was in danger of destruction by fire, occasioned by the accidental oversetting of a can of turpentine. A few months afterwards, on the 27th of April, 1868, the vessel was again in danger from having got ashore in an almost unknown harbour to the southward of Shanghai. She sustained extensive injuries, and was detained three weeks in dock, nearly 120 feet of her keel having been knocked off. The Basilisk was one of the squadron present at the opening of the new ports in Japan on the 1st of January, 1868, and she was frequently employed in conveying the Admiral and the British Minister from port to port. Her cruising extended as far as the mouth of the Amoor. Singapore was her last port, and on her homeward passage she called at Java, Algoa Bay, Simon's Bay, St. Helena, Ascension, St. Vincent, Madeira, and Lisbon. Between Hong Kong and Spithead she burnt nearly 1,500 tons of coal. The Basilisk was paid off on the 13th inst. in the steam basin, Chatham, into the fourth division of the Steam Reserve in the Medway, under the superintendence of Capt. the Hon. A. A. Cochrane, C.B.; David Williams, boatswain's mate, and Joseph Hammond, ship's cook, were awarded by the Admiralty each a silver medal, with gratuity, for long service and good conduct. During the time the Basilisk was in commission—a period of three years and seven months—she was attached to the China squadron, and was employed in cruising in the China seas and adjoining waters. Most of the officers, including Capt. Hewitt, who left England in the Basilisk, return with her. By order of the Admiralty she has been completely stripped, and most of her internal fittings and bulkheads removed, as it is not intended to again place her in commission, but either to break her up or sell her out of the Royal Navy. On being paid off the continuous service men among the crew were granted the usual period of absence for their run ashore.

NEW WAR-STEAMER FOR JAPAN.

Messrs. Hall, of Aberdeen, have just launched a large steam corvette, an order from the Japanese Government. The vessel is a fine specimen of the workmanship of the builders of the famous clippers, and is greatly admired for compact strength and beauty of outline. The corvette, which was christened by Mrs. Charles Glover the *Iho-Sho-Maru*, is of 1,500 tons register, with engines of 250-horse power, measures 210ft. keel, 38ft. beam, and has a depth of 29ft. from the upper and 21ft. from the main deck. The *Iho-Sho-Maru* is to carry ten guns of large calibre, and is constructed after the model of a British man-of-war. The vessel is built of British oak and teak, will be full ship rigged, and is intended to sail under steam and canvas combined, or either singly. The upper deck is laid on iron diagonals for lightness, while between wind and water for a depth of 4½ft. the corvette is to be iron-plated ¼ in. thick, this shield being backed by 6in. of teak. *Iho-Sho-Maru* is the second vessel built by Messrs. Hall for Japan, under orders through Messrs. Glover. The corvette, which is to be commanded in the first place by Captain James and Lieutenant Inglebach, has been built at an expense of some £65,000.

EARTHQUAKES.

(To the Editor of the London and China Telegraph.)

SIR,—In the *Standard* of the 15th of September last I notice a leading article mentioning three principal lines of Earthquake territories into which the globe can be divided; but the coincidences which I have noted on this subject during the past year have led me to believe that there must exist a volcanic region of vastly greater proportions than any of these. I give two of the most notable instances which have fallen under my observation. On the 18th December last, at about three o'clock in the morning, a severe shock of earthquake was felt throughout Vermont and New York in the United States, and extended through Canada to the shores of the Atlantic, and the summary of the various accounts given would indicate it as coming from the S.W. On the 18th December, at about 10.20 A.M., I was startled by a very severe shock of earthquake here, which increased in intensity for about twenty seconds to half a minute. Books and ornaments were thrown from the tables, and the lamps suspended from the ceiling were swung round about until they nearly touched it. Making my way to the compound I witnessed the destruction of about a quarter of the town, which fell in two successive crashes; burying many people among the ruins and causing much loss of life; here the shock appeared to come from E. to N.E. After this first shock I counted at least fourteen minor ones during the day. At Kelung, a port on the north-east side of the island, the shock was still more severe; the town was laid in ruins, and the harbour ran dry, the water returning in one huge wave, overturning the junks and washing up far beyond its usual limits. At the same time there was a submarine volcanic eruption of steam at the mouth of the harbour; that however ceased almost immediately. Much damage was also done to the villages. The whole north end of this island is highly volcanic, and exhibits traces of having been subjected to terrible disturbances. The two mountains which stand on either side of the entrance of this harbour are extinct volcanoes.

The second instance to which I refer is the late series of terrible earthquakes in Peru and Ecuador, which occurred on the 13th August. On the previous day I noted here a very remarkable state of the atmosphere. The air was unusually heavy, great banks of murky clouds were lying out at sea, all round the horizon, and among the slopes of

the mountains, yet overhead it was bright sunshine; the wind came in strong gusts, sometimes warm, and at others chilly and damp, and from time to time throughout the day hollow subterranean rumblings were distinctly audible. Two days after the earthquake came the series of enormous waves rolling on the coast of Southern California. There would appear to be scarcely a doubt that these simultaneous manifestations are owing to the agency of some tremendous volcanic forces, which are of sufficient power to shake the world's crust from the shores of China to the American coasts of the Atlantic; the above mentioned earthquake of the 18th December was felt all through this island, on the mainland as far as Shanghai, and south as far as Chao Chowfoo. It is impossible to say how far inland. At the time of the shock the aneroid stood at 30° 45', the thermometer at 65°; at 4.50 P.M. aneroid 30° 37', thermometer 69°. I send you, as they may not be without interest in future investigation on this subject, a few notes on the principal earthquakes which have taken place since the date of the first one above mentioned.—

1867.
Dec. 20. 6.20 A.M. A severe shock. Aneroid 30° 38'; thermom. 68°
1868.
July 5. 7.32 P.M. Do. 20 sec. do. 30° 16'; do. 81°
— 12. 4.00 P.M. Shock about 5 sec. do. 30° 12'; do. 82°
— 16. 6.00 A.M. Sharp shock; heavy rains and a hurricane blowing.
— 22. Afternoon. No shocks.
— 25. Slight shock.
— 26. Do. Earth very tremulous all day.
Sept. 14. 12.05 P.M. Sharp shock.
— 27. Slight shock.
Oct. 27. 3.25 P.M. Sharp shock. Aneroid 30° 22'; thermom. 75°
Nov. 26. 2.30 A.M. Do. do. 30° 76'; do. 64°
These observations taken about 50 feet above sea level.

It will be observed that, after the two shocks of the 18th and 20th December, 1867, nothing of any importance occurred until the 5th of July. On this occasion the principal shock was followed by at least forty minor tremblings; and at intervals of about twenty minutes huge rollers broke over the bar, passing far above the usual water-mark. The weather on the 27th October was very unsettled, the wind increasing rapidly, blowing principally from N. to N.E., but very wild and gusty, the horizon closed in by walls of heavy peculiar coloured clouds, the mountains buried in mist. Prior to the earthquake on the 26th of November we had been having a series of heavy N.E. gales, for about ten days; it will be noticed that on this occasion the aneroid is marked at 30° 76', which is two-tenths higher than I have ever seen it here before. It may be well to observe these data in connection with any earthquakes which may have taken place since September.

Formosa, January 1, 1869.

HENRY F. W. HOLZ.

IMPORTANT TEA-BROKING CASE.

AN important tea-broking case was brought before the Court of Aldermen last week. Messrs. Francis Peek, Winch, and Co., tea dealers in Rood-lane, stated that a short time ago Messrs. Ripley Brothers and Andrews, brokers in Mincing-lane, whom they had for some time employed as brokers to purchase tea for them, sent them samples of broken-leaf Congou tea by the ship *Diamond*, which the merchant to whom the tea belonged wished to dispose of in the usual course of business. On February 18 they employed the Messrs. Ripley to buy the tea at certain stated prices, which Mr. Ripley, the senior partner, said were fair, and would at once submit to the merchant. About two hours afterwards Mr. Ripley called upon Mr. Francis Peek and told him that the merchant would not accept the prices offered, but that they could have them at other prices which were named, and which Mr. Peek, on behalf of himself and his partners, agreed to give. During the interview a clerk called and told Mr. Ripley that his partners had sold the tea elsewhere, upon which Mr. Ripley declined to carry out the transaction for Messrs. Peek. Meanwhile, it was alleged, persons in the employ of the Messrs. Ripley had been endeavouring to obtain other offers for the tea, although they were then acting as the brokers of Messrs. Peek in the transaction, and this conduct the Messrs. Peek complained of as altogether inconsistent with the duty of the Messrs. Ripley as sworn brokers of the City of London. The reply of those gentlemen was that, though they had had many transactions with the Messrs. Peek, they had never acted as brokers for them. The course of business in the tea trade, the Messrs. Ripley stated, was for a merchant desirous of selling tea to give instructions to a broker, who thereupon obtained a sample and sent small portions to such dealers in the trade as he might think likely to make offers for the tea. The dealers exercised their own judgment as to what price they would offer for the tea, and they did not consult with or in any way act upon the opinion of the broker, who was employed by and acted for the owner of the tea. As soon as the price had been fixed the broker made an entry of the transaction in his book, and prepared bought and sold notes, and ordinarily the broker received payment from the buyer and paid over the moneys thus received to the merchant, less brokerage at the rate of £1 per cent. The broker also received brokerage from the buyer, at the rate of 10s. per cent. In the instance complained of by the Messrs. Peek, the Messrs. Ripley alleged that they had no interest whatever in the transaction beyond their ordinary brokerage. The Court of Aldermen decided that there were not sufficient grounds for their interference.

BREAKFAST.—EPPE'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ½ lb., ¼ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPE & Co., Homoeopathic Chemists, London.

Monetary and Commercial.

The subjoined table shows the relative value of our exports to certain British Colonies and Foreign Countries in the East, for the years 1867 and 1868. It will be seen that the figures for Hong Kong and Singapore during the latter year show a decrease, and for Ceylon a slight increase. China shows an immense increase, amounting in fact to an addition of between 30 and 40 per cent. on the preceding year; Japan and all the other countries named show a falling off. In the more comprehensive table from which these extracts are taken, Hong Kong and Singapore rank fourth and fifth among British possessions, the figures against them being only exceeded by those for India, Australia, and Canada. Among Foreign countries, China takes the sixth place, yielding precedence to America, Germany, France, Holland, and Turkey:—

DECLARED VALUE OF EXPORTATIONS.		1867.	1868.
British Colonies:—			
Hong Kong	2,471,899	...	2,186,100
Singapore	2,068,910	...	1,518,397
Ceylon	771,879	...	835,798
Foreign Countries:—			
China	4,996,469	...	6,312,866
Japan	1,545,386	...	1,106,069
Manila	1,042,468	...	955,554
Java, &c.	1,329,485	...	851,620
Siam	4,244	...	8,072
Cochin China	612	...	431

Bills of exchange on the Government of Ceylon for 250,000 rupees were disposed of on the 8th inst. by tender at the offices of the Crown Agents for the Colonies. The minimum fixed was 1s. 11½d. per rupee, and the whole amount was taken at and above that rate.

At the meeting of the Rotterdam Bank on the 18th ultimo, Mr. F. A. Muller was elected president and Mr. J. Canters and Mr. G. Van der Kers were appointed directors. A commission, consisting of thirty shareholders, was formed to assist the Board of Commissioners in effecting some modifications in the statutes, and any proposals this commission may have to make will be submitted to the shareholders at a general meeting to be held next month. In place of Messrs. Koch and De Monchy, Messrs. Cantzlaan and Van Weel were elected members of the Board of Commissioners, the two former gentlemen declining to retain office on the ground that the new statute by which the practice of re-election is abolished will shortly come in force. The balance sheet and statement of accounts appear in our advertisement columns.

THE AGRA BANK.

The annual meeting of the proprietors of this bank was held on the 14th inst., Mr. J. Tompson in the chair.

The Chairman, in moving the adoption of the report, said that the duty which devolved upon him on that occasion, although one of pleasure and satisfaction, was not free from anxiety, for whilst it was gratifying on the one hand to speak of profits realised and dividends paid, it was grievous to think of losses sustained and hopes disappointed. He wished he could say that no losses had been sustained during the past year in the working of the bank. They had had some losses, although not to any material amount, which had been mainly incurred upon bills remitted from Calcutta to this country. The drawers and acceptors of those bills at home had both suspended payment, and their estates appeared to promise to yield an unsatisfactory return; and they must, therefore, look mainly to the sale of the securities they held for the payment of the advances made upon them. The total amount of the loss for that account was estimated at about £3,000. They had sustained a further loss, which was estimated at £1,000, by a failure in India, bringing the total loss up to £4,000, which had been written off against profit and loss, leaving no asset in the balance-sheet of a questionable character. If it had not been for those losses they would have been able to carry over to the credit of the B assets, in round numbers, £7,000. The accounts before them had been made up with the anxious desire to make them speak for themselves. Referring to the Agra and Masterman's Bank, he said that large advances had been made to the old establishment by the new bank, in order to pay its creditors and transfer the house property account—that was included in the accounts. The directors were satisfied that the assets to secure those advances were sufficient to secure their due repayment. Otherwise they would have considered it their duty to make a call upon the B shareholders to make up the deficiency. He, however, could assure the B shareholders that it would not be necessary to make any call upon them. In addressing himself to the B shareholders he said no one could lament more than he did that the financial position of their affairs was not more promising than the report and accounts submitted represented them to be. They, however, had the satisfaction of knowing that they would not be called upon to pay another shilling, and if they had not received the £10 per share as was expected, there was every reason to hope that they would before long receive £5. The gigantic losses of the late bank were almost inconceivable, and it had been brought to light that they had been in part occasioned by the unscrupulous operations with the bank's funds by one of its principal managers, and by his negotiations of bills of an objectionable character in order to prop up parties who were not deserving of support.

Those transactions occurred without the knowledge of the directors as a body. Before the amalgamation with the firm of Masterman and Co. the bank was in a favourable position, but about that time it seemed to have got round it a very unsatisfactory connection. Messrs. Masterman and Co., in consideration of the transfer of the business and the premises in Nicholas-lane, received an equivalent to £500,000 in money. The premises in Nicholas-lane were entered in the books at the sum of £120,000. The sum of £100,000 was paid to them in cash and the remainder in shares. This payment, he felt, was out of all proportion to the benefits derived, and he was not prepared to say that the bank might not have been prosperous at the present time but for its subsequent management, but their ruin would not have come about had it not been for the amalgamation. He then at some length went into the details of some of the chief accounts under which the old bank had sustained loss, and referring to the capital of the Agra Bank he said three-fourths of it had now been completed, and he had no doubt the whole of it would be taken up.

Mr. J. Stuart seconded the motion, and it was unanimously carried.

The dividend of 9 per cent. recommended by the directors to be paid to the A shareholders, being in full the balance of the preferential dividend due to them for the two years ending 31st December, 1868, was sanctioned to be paid.

The retiring directors, Mr. Tompson and Mr. Stewart, were re-elected, and Mr. Harvey Rankin was elected to fill the vacancy at the board occasioned by the death of Mr. Selater.

The retiring auditors having been also re-elected,

The meeting resolved itself into a meeting of the Agra and Masterman's Bank, when the report of the shareholders' committee was adopted, and thanks accorded them for their past services.

The accounts as audited having been adopted,

Mr. Nicol moved, "That the committee of shareholders be requested to apply by letter to Messrs. Masterman and Co. to pay the amount of their written guarantee, notwithstanding its legal invalidity."

The resolution was seconded and carried, and a vote thanks to the chairman brought the proceedings to a close.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At
Apl. 2	Sydenham	Millar	Rangoon	Falmouth
— 2	Jane Rowland	Hughes	Basseln	Do.
— 2	River Dee	Lawson	Do.	Do.
— 2	Pride of the Thames	Tonkin	Do.	Do.
— 3	Cymbeline	De Faye	Ylloilo	Do.
— 2	Cross	McIntosh	Maulmain	Queensdown
— 2	Serafin	De Gotla	Manila	Do.
— 5	Kinfauns Castle	Holmes	Singapore	Liverpool
— 3	Kandahauer	Zeelt	Pasareang	Texel
Mar 17	Antares	Nolte	Macao, for Maril	Havana
— 24	Banlan	Chase	Shanghai	New York
Apr. 5	Khimjee Oodowjee	—	Singapore	Liverpool
— 5	Malacca	—	Do.	Do.
— 6	Vallasea	—	Do.	Do.
—	Tea Taster	—	Maulmain	Queensdown
Mar 22	Macedon	Summerfield	Manila	San Francisco
Apr. 7	Ocean Chief	Pennie	Foochow	London
— 7	Avon	Owens	Rangoon	Falmouth
— 7	Shun Lee	Milbank	Macao	Off the Lizard
— 7	J. M. Joshua	—	Shanghai	Deal
— 7	Dudbrook	—	Manila	Do.
— 7	Kronprinsen	Bothen	Bangkok	Falmouth
Mar 26	Unison	Walker	Nagasaki	New York
Apr. 7	Signe	Andra	Manila, for Copnhgn.	Falmouth
— 7	Willy	Rohsear	Bangkok	Do.
— 7	Cornwallis	Valle	Do.	Do.
— 7	Johanne	Schaffer	Java, for Bremen	Off do.
— 9	J. M. Joshua	Hodgson	Shanghai	London
— 8	Crest of the Wave	Harris	Bangkok	Falmouth
— 9	Queen of the North	Green	Colombo	Off Dartmouth
— 9	Grefoe Berg	Bjornstrom	Java	Falmouth
— 9	Johanne	Ouweland	Batavia	Texel
— 7	Estafette	Oepkes	Do.	Do.
— 7	Zeebloem	Gollards	Do.	Do.
— 8	Raphael	v.d. Velde Smit	Batavia, for Rotterdam	Off Dungeness
— 7	Sir William Wallace	—	Shanghai	New York
—	Jenny	Rysell	Bangkok	Plymouth
— 12	Zemindar	Currie	Shanghai	London
— 8	Alcyone	Kruisinga	Java	Off Dungeness
— 9	Constance	Kimmerer	Java, for Amsterdam	Do.
— 8	Jannetje	v. Striemem	Banjwngie, for Rotterdam	Off the Start
— 10	Cymbeline	de Fano	Ylloilo	Bristol
— 11	West Derby	—	Do.	Liverpool
— 11	Petchelea	—	Singapore	Do.
— 11	Corlic	—	Rangoon	Do.
— 12	Ride	Elliott	Nagasaki	Deal
— 10	Ida	Forkins	Rangoon	Plymouth
— 18	Anita	Turcan	Zebu	London
— 11	Daylight	—	Batavia, for Amsterdam	Off Brighton
— 9	D. H. Watjen	—	Java, for Amsterdam	Off St. Alban's
— 10	River Eden	Valder	Manila	Off the Start
— 9	Dageraad	Duinker	Banjowangie	Off Plymouth
— 12	Atalanta	Ballingall	Bangkok	Falmouth
— 7	Jeannie Eastman	—	Batavia, for Amsterdam	Off Scilly
— 12	Jessie Coffin	Homer	Maulmain	Falmouth
— 9	Slidrecht	Rorchers	Banjowangie	Texel
— 9	Lalla Rookh	Wilson	Saigon	Belle Isle
Mar 27	Pekin	Seymour	Hong Kong	San Francisco
— 27	Great Republic (str.)	Doane	Hg. Kg. & Yokohama	Do.
— 29	Queen of the Age	Clyma	Yokohama	New York
— 29	Farmosa	Paulsen	Amoy	Do.
— 31	Elizabeth Nicholson	Crosbie	Foochow	Do.
— 31	R. P. Reynard	Price	Padang	Do.
Apr. 13	Carisbrook	Cooper	Colombo	Downs
— 13	Southern Cross	McDonald	Do.	London
— 13	Antagonist	—	Do.	Off Falmouth
— 13	Henry Brain	Simmons	Raugoon	Queensdown
— 13	Lauderdale	—	Foochow	New York

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Apr. 9	Europa	Hansen	Shanghai	Cardiff
— 5	Shimmer of the Wave	Goock	Colombo	London
— 3	Naval Brigade	Knight	Yokohama	Cardiff
— 3	Ravensthorpe	Liddle	Singapore	Do.
— 4	Whirlwind	Graham	Shanghai	Dartmouth*
— 5	John George	Barrow	Hong Kong	Sunderland
— 6	Veronica	Haldam	Do.	Liverpool
— 8	Friso	Mulder	Samarang	Amsterdam
— 8	Sree Singapura	McKenzie	Singapore	London
— 8	Luzon	Buchanan	Do.	Do.
— 8	Altair	Tidey	Philippine Islands	Cardiff
— 10	Hindustan	Renner	Shanghai	London
— 8	Alfred	Gronow	Singapore	Falmouth*
— 7	Herbert Graham	James	Yokohama	Newport
— 8	Brinkburn Priory	Jack	Hong Kong	Sunderland
— 13	Mary Whitridge	Cutler	Cardiff and Shanghai	London
— Anna Bok			Batavia	Rotterdam
— 10	Ajax (str.)	Kidd	Mauritius, Singapore, China, &c.	Liverpool
Mar 26	Competitor	Matthews	Hong Kong	Boston

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Nagasaki and Higo: Esperanza, Eastern Chief. For Higo and Yokohama: Parmenio, Westbury. For Yokohama: Georges, Havelock, Ta Lee. For Tientsin and Chefoo: Belle. For Amoy and Foochow: Eastern Star. For Shanghai: Albueria, Pegasus, Tyburnia, John Lidgett, Ornate, Antrim, Ocean Chief, Shun Lee. For Hong Kong: Invincible, Isabella Ridley, Neville, Champion, Countess Russell, Zenobia. For Singapore: Christian Rankin, Pactolus, Otter. For Penang: Peri. For Batavia and Sourabaya: Sperwer. For Colombo: Asphodel, Ocean Rover, Passover, Percy Douglas.

At LIVERPOOL.—For Nagasaki and Higo, Frederica. For Yokohama: Malacca, Syringa. For Shanghai: Gladiateur. For Hong Kong: Eugenio. For Singapore: Khimjee Odowjee. For Batavia and Sourabaya, Perpetua. For Batavia: Bali. For Manila: Joaquina Victoria, Victoria, Doriga.

At GLASGOW.—For Hong Kong: Chilli, Hironelle. For Yloilo: Isaurium. For Manila: Maria de C. For Singapore: Doune Castle, Eliza Thornton. For Penang: Mary Falconer, John Paul. For Batavia and Sourabaya: County of Stirling.

At NEW YORK.—For Shanghai: Resolute, Samuel Larrabee, Yokohama. For Hong Kong: Benefactress, Game Cock.

SPOKEN.

MARIE (barq.), Rotterdam to Batavia, Nov. 27, 18 N., 24 W.
 ETHA RICKMERS, Shanghai to New York, March 19, 1 S., 31 W.
 CREST OF THE WAVE, Bangkok to Falmouth, March 2, 2 S., 20 W.
 AGGIE M., Cardiff to Singapore, March 2, 2 S., 20 W.
 EMPRESS, Cardiff to Saigon, Feb. 7, 22 S., 26 W.
 JULIANA, Yloilo to Liverpool, Jan. 30, 34 S., 18 E.
 VONDEL, Amsterdam to Japan, Jan. 21, 30 S., 24 W.
 CHRISTINA MARIA, Amsterdam to Batavia, Jan. 21, 25 S., 31 W.
 INTRIFALLEN, Cardiff to Galle, Feb. 3, 37 S., 9 E.
 BESTEVÆR, Bali to Amsterdam, Feb. 1, off Cape Point.
 DAGUERRE, Manila to Liverpool, Jan. 30, 35 S., 25 E.
 JENNIE EASTMAN (Amer. ship), Btva. to Amstrdm., Feb. 14, 16 S., 6 W.
 MEDEA, Rotterdam to Batavia, Feb. 16, 7 N., 27 W.
 ATTILA, Newcastle to Singapore, Feb. 5, in Banca Straits.
 LADY FRANKLIN, New York to Canton, Nov. 28, 42 S., 28 E.
 MARSELLLES, Newcastle to Shanghai, March 30, 35 N., 17 W.
 MARIE SUSANNE, Bordeaux to Foochow, March 30, 35 N., 16 W.
 LOUISE, Batavia to Amsterdam, March 27, 46 N., 22 W.
 LORTON, Liverpool to Singapore, Feb. 14, 5 S., 19 W.
 CAROLINA (English ship), Bangkok to Falmouth, March 7.
 MARY MOORE, London to Shanghai, March 21, 38 N., 12 W.
 BELVIDERE, New York to Yokohama, Feb. 12, 25 S., 31 W.
 CHUSAN, London to Hong Kong, March 10, 2 S., 28 W.
 JOHANNES ANTONIUS, Batavia to Rotterdam, Feb. 21, 26 S., 66 E.
 AYE, Bangkok to Falmouth, Jan. 18, 21 S., 93 E.
 HOPE, Bangkok to Falmouth, Feb. 20, 35 S., 19 E.
 EXONIAN, Manila to Falmouth, March 3, off St. Helena.
 ALARDUS, Bangkok to Queenstown, Feb. 26.
 VELOCITY (barque), Foochow to Boston, off the Cape of Good Hope.
 GRAAFSTROOM, Batavia to Rotterdam, March 7.
 NEW ORLEANS (Russ. barq.), Padang to New York, Feb. 24, 34 S., 28 E.
 TWEE GEZUSTERS, Bali to Rotterdam, Feb. 10, 27 S., 59 E.
 JOHANNA OTTILIE, Yedo to London, Feb. 26, 35 S., 25 E.
 JAN VAN SCHAFFELAAR, Batavia to Dordt, Jan. 19, 10 S., 102 E.
 SUZANNA, Batavia to Rotterdam, Feb. 23, 35 S., 22 E.
 JOHN MUNRO, Bangkok to Queenstown, Feb. 4, 26 S., 70 E.
 ARABIA, Bangkok to Falmouth, Feb. 10, 29 S., 55 E.
 HEBE, Batavia to Rotterdam, March 10, 17 S., 5 W.
 JEDO, Samarang to Rotterdam, Jan. 30, 24 S., 67 E.
 LUDWIG (Hanov. barq.), Batavia to Amsterdam, March 2, 19 S., 3 E.
 KESLO (barq.), Macao to London, Feb. 21, off Cape Agulhas.
 KING GEORGE IV. (Engl. barq.), Macao to London, Feb. 19, 34 S., 28 E.
 DILIGENT (Engl. barq.), Bangkok to Gibraltar, 6 S., 106 E.
 LUISA KROONPRINSSES v. ZWEDEN (Dut. barq.), Batavia to Dordt, Feb. 7, 26 S., 62 E.
 PALLAS (Dut. barq.), Japan to New York, Feb. 22, 30 S., 45 E.
 DEUCALION, Bangkok to Gibraltar, March 10, off St. Helena.
 INVERARY, Ceylon to Boston, Feb. 5, 6 S., 83 E.
 JALAWAR, Philippines to Queenstown, Feb. 28, 18 S., 8 W.

CLAVERHOUSE, Bangkok to Falmouth, Feb. 17, 36 S., 20 E.
 GELDERLAND, Java to Amsterdam, March 28, 46 N., 25 W.
 PACTOLE, Macao to Havana, March 12, 7 N., 35 W.
 EHAREE (?), Colombo to London, March 16, 21 N., 36 W.
 APENRADE, Hamburg to Singapore, Feb. 19, 16 S., 21 W.
 WAVE QUEEN, London to Singapore, March 2, 38 N., 12 W.
 KJOBNHAYN, Foochow to Boston, Jan. 10, in the Straits of Sunda.
 No. 9,346 (ship), Hong Kong to Queenstown, March 24, 50 N., 13 W.
 NYMPH, Japan to New York, Feb. 13, 33 S., 28 E.
 GULNARE, for Singapore, Feb. 20, 4 N., 23 W.
 DILKHOOSH, London to Shanghai, March 11, 7 N., 23 W.
 DE RUYTER (? Adml. de Ruyter), Bat. to Amstrdm., Feb. 14, 18 S., 3 W.
 LUISE (Pruss. barq.), Batavia to Dordt, 31 S., 33 E.
 YSTROOM, Batavia to Rotterdam, Feb. 19, 34 S., 47 (?) E.
 COPENHAGEN (Dan. barq.), Foochow to Boston, Jan. 12, 7 S., 103 E.
 GLENISLA (barq.), Hong Kong to Hamburg, Jan. 17, 8 S., 103 S.
 IDUNA, Amsterdam to Hong Kong, March 28, 36 N., 9 W.
 KORTENAAR, Rotterdam to Batavia, March 30, 34 N., 18 W.
 ACTUAL (?) (Norw. barq.), Sourabaya to Amsterdam, Jan. 18, 27 S., 6 E.
 CONQUEROR, Liverpool to Shanghai, Feb. 18, 6 N., 24 W.
 EMPRESS, London to Japan, Feb. 21, 8 N., 27 W.
 QUEEN OF THE SEA, Cardiff to Anjer, March 7, 2 N., 25 W.
 BACCHANTE, Colombo to London, 45 N., 27 W.
 BENVENUE, London to Penang, Feb. 21, 1 N., 26 W.
 MAASLUIS, Cardiff to Singapore, Feb. 15, 3 N., 26 W.
 VICTORY OF LONDON, Bangkok to Belle Isle, 78 days out.
 KATE KELLOCK, Colombo to London, March 8, 25 S., 7 E.
 LAUREL, Foochow to London, Jan. 31, 7 S., 103 E.
 FERNANDO, Manila to Queenstown, Feb. 4, 35 S., 19 W.
 MAIDEN QUEEN, London to Shanghai, March 2, 3 S., 21 W.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern Ports since our last issue.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meat. To Nagasaki: 45s. weight, 50s. meat. To Higo: 60s. weight or meat. To Tientsin: 60s. meat. To Chefoo: 60s. weight or meat. To Newchwang: 55s. meat. To Shanghai: 40s. weight, 80s. meat. To Hong Kong: 40s. weight, 30s. meat. To Manila: 40s. weight, 70s. meat. To Batavia: 25s. weight, 30s. meat. To Singapore: 25s. weight or meat. To Penang: 40s. weight or meat. To Ceylon: 20s. to 25s. weight, 20s. meat. At New York to China: \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £42. For Shanghai: £42. For Hong Kong: £32. For Singapore: £25. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 7s. For Shanghai: £2 3s. For Hong Kong: £1 13s. For Singapore: £1 5s. For Galle: £1 5s.

CASUALTIES.

Advices from Amsterdam, dated April 3, state that 635 bags of coffee and 119 canisters of sugar, damaged, had been sold, ex Henriette Gerardina Susanna, Dam, from Batavia to Rotterdam, which vessel put into Simon's Bay, Jan. 5, leaky.

The Kandanghauer, Zeelt, from Pasaroeng, which vessel arrived at Texel April 3, reported having experienced very bad weather, during which she lost an anchor and chain.

The Continental, Erving, from Cardiff to Yokohama, which was taken into Gibraltar, after being on shore in the Bay, March 15, has been again under survey, and recommended to discharge the remainder of her cargo.

The Auffredy, Guilloire, from Saigon to Rotterdam, which lost her anchors, March 20, in Belle Isle Roadstead, put into St. Nazaire, March 28, with damage to rigging, and to replace anchors.

Advices from St. Helena, dated February 20, state that the Caroline Bourhis, from Saigon, which put in there January 23, leaky, was again surveyed, February 25, and ordered to discharge the remainder of her cargo, the leak not having been found; a large quantity of the cargo was damaged, and a portion sold, February 22.

The Susanna Johanna, Heyrick, from Banjoewangie to Rotterdam, put into Mauritius, Feb. 26, for repairs, having encountered very heavy weather in 6 S., 80 E., during which she sprung a leak, and lost bulwarks and sails; 4,000 bags of coffee had been discharged, of which about 1,600 were badly damaged, and 250 had been sold.

The John George, Barrow, of and from Sunderland, to Hong Kong, with coals, put into Harwich, April 9, with damage to starboard bow, having been in collision.

The Estafette, Oepkes, which arrived at Texel, from Batavia, April 7, had sustained some damage.

Advices from St. Helena, dated March 12, state that the Caroline Bourhis, from Saigon, which put in there Jan. 23, leaky, had discharged the whole of her cargo (with the exception of about 600 bags recommended to be thrown overboard), and was being repaired.

Advices from Mauritius, dated March 10, state that the Johannes Antonius, v.d. Straaten, from Batavia to Rotterdam, had put in there to stop a leak and repair damage sustained during a cyclone.

MISCELLANEOUS.

At Rio de Janeiro, March 1, Brema, Schweitzer, from Cronstadt, for provisions (another account says in distress), and sailed 6th for Nicola-jefsk, Amoor River.

At ASCENSION.—Feb. 18, Luctor and Emergo, from Batavia, and sailed for Amsterdam; 20, Antagonist, from Colombo, and sailed for

London; Dageraad, from Bali Straits, and sailed for Amsterdam; 21, Glaneur, from Saigon, and sailed 22 for Bordeaux; 24, Jannetje, from Bali Straits, and sailed for Rotterdam; 25, No. 832 (4th d.p.), from Singapore, and sailed for Liverpool; 28, Timour, from Bangkok, and sailed for Falmouth; March 8, Roslin Castle, from Macao, and sailed for London; 11, Queensland, from Bangkok, and sailed for Falmouth; Tweelingen, from Sourabaya and sailed for Amsterdam; 15, West Australian, from Bangkok, and sailed for Falmouth; 17, William Smith, from Bangkok.

At ST. HELENA.—March 1, Dartmouth, Elsdon, from Shanghai, and sailed, 1, for New York; Deux Freres, Gillard, from Singapore, and sailed, 2, for Bordeaux; Vistula, Burkitt, from Macao, and sailed, 3, for Havana; 2, President Harlietz v. d. Ohe, from Bangkok, and sailed for Falmouth; Alblasserdam, t'Hoen, from Banjoewangie, and sailed, 3, for Rotterdam; Zeenimph, v. Roggen, from Batavia, and sailed, 3, for Amsterdam; 3, Taffarette, Rocher, from Hong Kong, and sailed for Havre; 4, Westminster, Berryman, from Zebu, and sailed, 5, for Liverpool; 5, Sterling, Harding, from Hong Kong, and sailed, 6, for New York; 6, India, Crawford, from Banjoewangie, and sailed for Falmouth; Pieter Adolf, Jaski, from Pasaroang, and sailed for Amsterdam; 7, Lancashire, Summersen, from Saigon, and sailed 8 for Hamburg; Zaanstroom, Schahap, from Padang, and sailed 8 for Amsterdam; 8, Standard, Reid, from Samarang, and sailed 9 for Plymouth; Mary Tatham, Jeffry, from Bangkok, and sailed 9 for Falmouth; 9, Ardanza, Alcatena, from Manila, and sailed 10 for London; 10, Noach II, Hoefman, from Batavia, and sailed for Rotterdam; 11, Hermine Marie Elisabeth, Dayker, from Nagasaki, and sailed 12 for Amsterdam; Trinculo, Nyberg, from Singapore, and sailed 12 for Falmouth; Humber, Bell, from Batavia; 13, Sophie, Granberg, from Pasaroang, and sailed for Falmouth; Java Packet, Heltingman, from Batavia; Bravo, v. Ommeren, from Bangkok; Florence Nightingale, Beard, from Bangkok, and sailed 14 for Falmouth; 14, Moderation, Phillips, from Saigon and Lombok, and sailed 16 for Queens-town or Falmouth; Equator, Hockert, from Sourabaya, and sailed 16 for

Falmouth; S. Gravenhage, Alberto, from Batavia, and sailed 15 for Amsterdam.

Off ST. HELENA.—March 12, Bristow (barque), from Singapore.

At TABLE BAY.—Feb. 21, Ocean Queen (s.), Temperley, from Clyde, and left March 5 for China; 22, Cyclone, King, from Zebu, and sailed 23 for London; 24, Nahotka (str.), Brolin, from Falmouth, and left March 3 for Eastern Siberia; March 1, New Orleans, Parman, from Padang, and sailed 4 for New York; 3, Johan Kepler, Rahe, from Java; Feb. 21, Exonian, Whitburn, from Philippine Islands, sailed for England, after repairing.

At NATAL.—Feb. 9, Frederick, from Manila, and sailed for New York.

At SIMON'S BAY.—March 1, Henrietta Ger. Susanna, Dam, from Batavia, sailed for Rotterdam, after repairing.

At MAURITIUS.—Feb. 26, Susanna Johanna, Heyricks, from Banjoewangie, for Rotterdam; 27, Pantaloon, v.d. Tas, from Singapore; 18, Servannais, Le Venages, from Callao, and sailed for Galle; 20, Marengo, Nicoll, from Cardiff, sailed for Colombo; 28, Loire, Gautier, from Bordeaux, sailed for Galle.

LAUNCH.

Messrs. Blackwood and Gordon have launched from their building yard, Port Glasgow, an iron clipper, of the following dimensions:—Length between perpendiculars, 170 ft.; breadth, 30 ft. 6 in.; depth, 19 ft.; register, 756 tons. This vessel is classed A1 at Lloyd's, and twenty years in the Liverpool Underwriters' book. She is also fitted with all the most recent improvements, including steam power for working the pumps and windlass. She was named the Hironelle. This vessel is the property of Messrs. Mors le Blanch and Co., of Liverpool and Glasgow, and is intended for the East India and China trades.

The *Zemindar*, owned by Messrs. Nicholson and McGill, of Liverpool, has arrived in the West India Dock from Shanghai with the largest cargo of tea ever brought to this country by a sailing vessel, being 1,502,260 lbs. She had also on board 161 bales of silk.

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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

THE NORTH CHINA INSURANCE COMPANY.

ESTABLISHED 1st JANUARY, 1863.

SUBSCRIBED CAPITAL—SHANGHAI TAELS 1,500,000
(EQUAL AT EX. 6s. PER TAEI TO £450,000).

PAID-UP CAPITAL—SHANGHAI TAELS 300,000
(EQUAL AT EX. 6s. PER TAEI TO £90,000).

HEAD OFFICE—SHANGHAI.

COURT OF DIRECTORS.

CHAIRMAN.

F. H. BELL, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.
F. Porter, Esq., of Messrs. Gibb, Livingston, and Co.
E. C. Smith, Esq., of Messrs. Turner and Co.

SECRETARY—Herbert S. Morris.

HONG KONG BRANCH—J. KENNARD DAVIS.
Agent.

LONDON BRANCH—34, CLEMENTS-LANE,
LOMBARD-STREET, E.C.

COMMITTEE.

Travers Buxton, Esq., of Messrs. Gledstanes and Co.
R. D. Sassoon, Esq., of Messrs. David Sassoon and Co.
W. Walkinshaw, Esq., of Messrs. Turner and Co. (of China).

AGENT—John S. Mackintosh.

Risks are accepted at current rates of premium. Agencies have been established at the various ports of India, China, and Japan, at the more important of which Policies can be made payable if required.

In accordance with the Resolution adopted at a Special Meeting of Shareholders, held in Shanghai on 18th Nov., 1867, Messrs. Ashton and Co. have ceased to act as Agents in London, and a Special Branch has been opened as above.

JOHN S. MACKINTOSH, Agent.
London, 1st January, 1869.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... £20,000,000 ... £800,00
HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon (Cochin China), Bourbon (Reunion), Yokohama (Japan), Lyons, Marseilles, and Nantes (France).

LONDON BANKERS—The Union Bank of London.
LONDON AGENCY—13, Leadenhall-street, E.C.

MANAGER—G. Jetch.

SUB-MANAGER—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS in HONG KONG.

W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.

Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—

Nos. 9 and 11, KING'S ARMS YARD,
MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dolrs Paid up, 3,000,000 dolrs.
COURT OF DIRECTORS and HEAD OFFICE in HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Poochow	Manila	Calcutta
Ningpo		

The Bank grants **DRAFTS** upon and negotiates or collects **BILLS** at any of its Agencies or Branches; also receives **DEPOSITS** for fixed periods, at rates varying with the period of deposit.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that in accordance with a resolution passed at a general meeting of shareholders, held at the head office of the Corporation at Hong Kong, on the 15th day of February last, a **CALL** was made of 25 dollars per share on the new shares of the Corporation, and will be payable at this office on the 1st day of July next upon all new shares registered in London, at the rate of 4s. 6d. per dollar, being equal to £5 12s. 6d. per share.

For the convenience of shareholders, payments will be received in anticipation of the above call, and interest allowed thereon at the current Bank of England rate, until the 1st day of July next.

The remaining unpaid capital will be called up at the following dates, viz.:—1st July, 1870, call of 25 dollars, or £5 12s. 6d. per share; 1st Jan., 1872, call of 25 dollars, or £5 12s. 6d. per share; 1st Jan., 1873, call of 25 dollars, or £5 12s. 6d. per share; and may, either in whole or part, be similarly provided for at the option of the shareholders, interest being allowed in lieu of dividend on such prepayments at the rate of 5 per centum per annum, payable half-yearly until the respective calls become due, when the sums so called up will be admitted to participate in the distribution of dividends.

W. H. VACHER, Manager.

32, Nicholas-lane, Lombard-street,
London, April 16, 1869.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Kurrachee, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice, and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

THE MONEY MARKET REVIEW.

A WEEKLY JOURNAL OF THE HIGHEST CLASS.

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COMMERCIAL AND FINANCIAL TOPICS.
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THE ADVERTISER (who is the wife of a professional man), is willing to receive **TWO YOUNG LADIES** to be **EDUCATED** with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T," "London and China Telegraph" Office
2, Cowper's-court, Cornhill. Unexceptionable references given and required.

NOTICE.

THE PARTNERSHIP hitherto existing between **JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN**, under the firm of **DOW and Co.**, ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. **JAMES DOW**, who will sign the firm "in liquidation."
Shanghai, Dec. 31, 1868. **DOW AND CO.**

NOTICE.

THE PARTNERSHIP hitherto existing between **THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME**, under the firm of **GLOVER and Co.**, of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of **GLOVER, DOW, and Co.**, in which Firm **FRANCIS A. GROOM** and **JAMES DOW** will be partners.
Shanghai, Dec. 31, 1868. **GLOVER AND CO.**

LIEBIG COMPANY'S EXTRACT OF MEAT—PARIS and HAVRE EXHIBITION GOLD MEDALS.—CAUTION. None genuine without Baron Liebig, the inventor's, signature, being on every jar, accompanied by full printed directions. About seventy pints of excellent beef tea for 11s., the present reduced retail price per pound. Finest, most convenient, and by far the cheapest meat-flavouring ingredient for soups, made dishes, and sauces. Sold by all Italian warehousemen, chemists, grocers, ship chandlers, and provision dealers.

RAWLING, MEDLEN, & CO., ARCHITECTS AND CIVIL ENGINEERS, HONG KONG.

BEG to inform their CLIENTS and Others interested in Landed or Household ESTATES in CHINA, that Mr. J. STUDD, of their Firm, who has had seven years' professional experience in HONG KONG and the COAST PORTS will be returning to the East in April, 1869, and will be open (meanwhile) to meet by appointment parties desirous of consulting him respecting improvements or other matters connected with their property.

ADDRESS

20, WESTBOURNE PARK CRESCENT, HARROW ROAD, PADDINGTON, LONDON.

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NEW MUSIC.

BRAG. Serio-comic Song. Written and Composed by ALFRED SCOTT GATTY.

PUT IT DOWN TO ME. Comic Song. Written and composed by ALFRED SCOTT GATTY.

WHEN THE ROSES BLOW. Song. Written by R. REECE. Composed by G. B. ALLEN.

THE DAYS WERE SWEET IN SUMMER TIME. Song. Written by R. REECE. Composed by G. B. ALLEN. Post free for 19 stamps each.

Messrs. R. COCKS and Co., New Burlington-street.

We have had occasion to favourably notice Mr. Gatty's comic songs, and the two under notice do not alter our opinion of their character. "Brag" is a comic song of a mild order, but hardly to be ranked as serio-comic. It is all fun. "Put it Down to Me" is more pungent, and broader in tone, but without approaching coarseness. It is sung nightly by the St. George's Hall Christy's, and hardly ever fails to be warmly encored. Both songs are in marked contrast, with the music-hall type, and deserve a wide circulation. "When the Roses Blow" is a ballad which has also obtained much favour with the Christy's, and it well merits it. The melody is very taking, and quite equal to any of Mr. Allen's uniformly excellent settings. "The Days were Sweet in Summer Time" is another excellent song, and if it reaches a front place in the thousand and one new compositions before the public it will fully deserve it.

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CLARKE'S CATECHISM of the RUDIMENTS of MUSIC.—121st Edition. Free by post 13 stamps. "Every child learning music should have this book."—Morning Chronicle.

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Drawing and Reading-room free to Passengers

THE London and China Express on SALE.

BANK OF ROTTERDAM.

BALANCE-SHEET, ending December 31, 1868.

Dr.		Cr.
Public securities and coupons	£226,967 17½	Capital—
Funds available—		60,000 shares at f.250... ..f.15,000,000 00
Cash and foreign coin	f.1,295,101 37	Of which not given out, 29,314
Bills receivable—		shares at f.250 7,328,500 00
Home... ..	2,482,703 96	
Foreign	409,798 69	f.7,671,500 00
Cash at bankers	1,792,906 31½	
	5,980,510 33½	50 per cent. paid up f.3,835,750 00
Debtors in account current	f.7,706,318 57	5 per cent. paid up on commandi-
Doubtful debtors in account cur-		tair capital 430,415 00
rent, estimated at	176,260 75½	
	7,882,579 32½	f.4,266,165 00
Debtors in commanditair account f.2,910,392 34½		Bills payable 6,729,431 55
Doubtful debtors in commandi-		Deposits and circular notes 1,172,007 13½
tair account, estimated at	7,198 33	Creditors in account current 4,975,976 62
	2,917,590 67½	Creditors in commanditair account 125,155 05
Bank premises and furniture	255,582 88	Interest on paid up commanditair capital 12,863 70
Balance of loss	156,551 12	Commanditair reserve funds 135,833 05½
		Dividend for 1864, f.49.50 ; for 1865, f.58 107 50
		Dividend for 1866 95 60
		Dividend for 1867 2,146 30
	f.17,419,781 51	f.17,419,781 51

Rotterdam, 23rd March, 1869.

Examined and found correct.

The Committee of Commissioners,
 (Signed) T. H. C. VAN DER KUN,
 " M. M. DE MOUCHY,
 " C. GRANSBERG.

Rotterdam, 10th March, 1869.

The Bank of Rotterdam,

(Signed) D. BAUDUIN,
 " KUP.

Rotterdam, 24th March, 1869.
Audited by the Commissioners of the Bank of Rotterdam.

(Signed) F. T. PLATE, President,
 " HUBRECHT, Secretary.

Rotterdam, 26th March, 1869.

We have examined and audited the above accounts, and found them correct.

The Committee of Shareholders,
 (Signed) W. T. GEVERS DEYNoot,
 " F. W. C. BLOM,
 " T. P. VIRULY,

T. D. FRANSEN VAN DE PUTTE.
 R. W. BESIER.

PROFIT AND LOSS ACCOUNT, 1868.

Dr.		Cr.	
Expenses—		Interest account—	
Salaries	86,028 84½	Balance of profit	f.188,474 44
Different expenses	38,256 97	Provision account—	
	<u>f.124,285 81½</u>	Balance of profit	154,223 66
Amount written off on house property, furniture, &c.	10,758 96	Reserve funds—	
Payment of half of the commanditair commissions, f.111,875.66, to commanditair reserve account ...	55,937 83	Balance	37,661 86
Loss on transactions in bills, public shares, and other securities	450,812 42½	Share of profits made by the Batavia head agency	128,098 50½
Agency, Amsterdam, loss	23,219 55½	Balance to profit and loss account, being net loss ...	156,551 12
	<u>f.665,014 58½</u>		<u>f.665,014 58½</u>

Rotterdam, 23rd March, 1869.

Examined and found correct.

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 (Signed) T. H. C. VAN DER KUN,
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